**25** Best race cars ever … no arguments

**1** Hybrid Ferrari
Relax Al, this will save us

**F1** 2010 fast facts
essential armchair info

$8.95 (inc GST) NZ $9.00 (inc GST)

# wheels

MARCH 2010

# GTS-R

RACE BRED FOR ROAD

NOW LIGHTER, TIGHTER

## Harder, honed hero

### HSV special boosts power, sheds weight

*Plus* **First Drive:** Oz-spec Camaro
Holden, your new Monaro is ready!

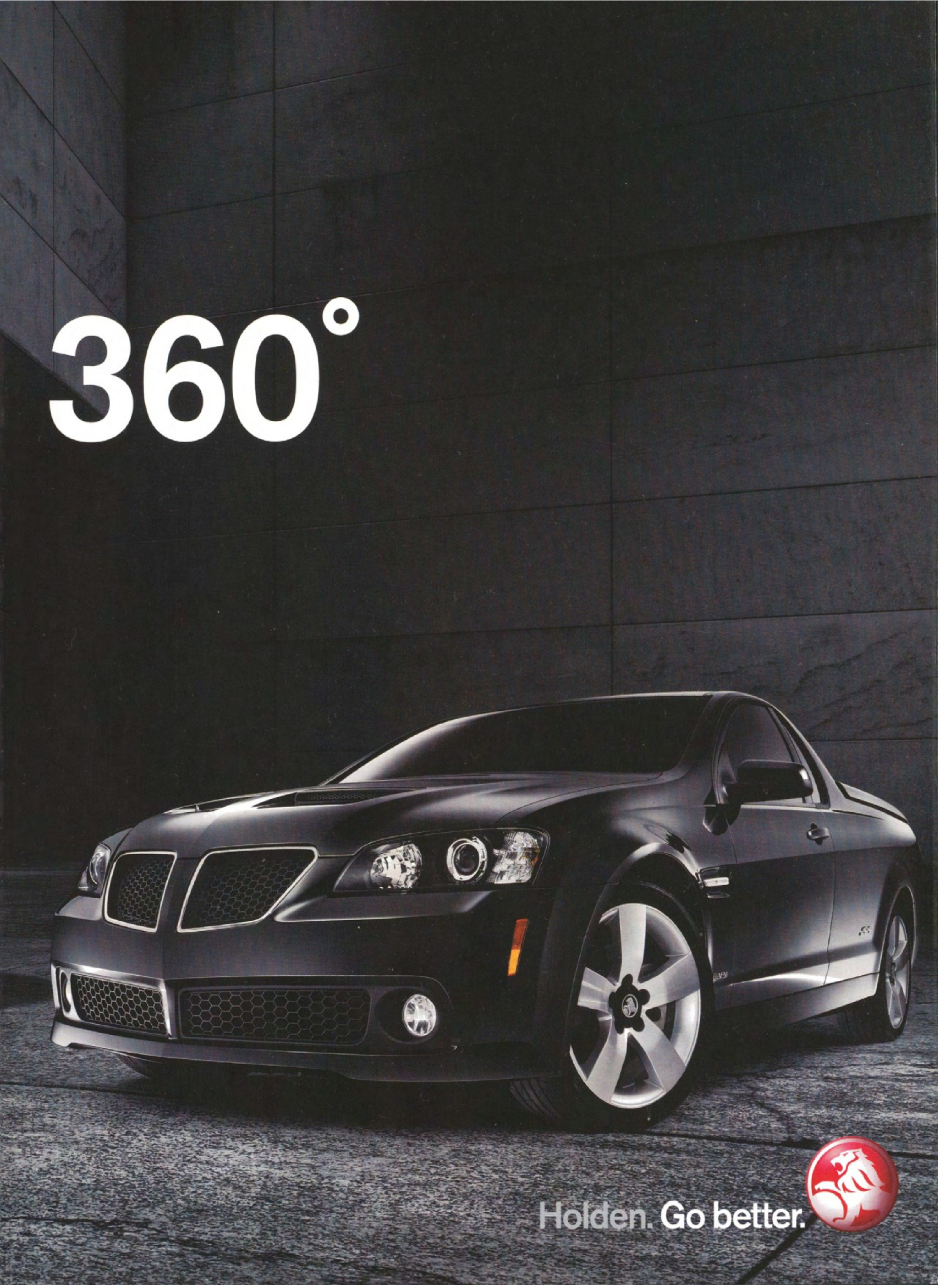
Print Post Approved 255003/00557
acp magazines
9 313006 001508 03

**New Special Edition Holden SS V-Series.** Take the legendary SS V-Series to the absolute limits and you get this, an extreme Special Edition for those who absolutely demand the ultimate in road presence. The SS V-Series demands attention. Its sports inspired handling and jaw-dropping acceleration command the road. Low slung on massive 19" wheels and fired by six litres of V8 power, the range-topping SS V-Series is the undisputed leader of the Holden sports range. Add a new aggressive twin nostril front fascia, unique lower splitter and twin letter-box hood scoops and this Special Edition SS V-Series will turn heads, 360 degrees. Visit holden.com.au

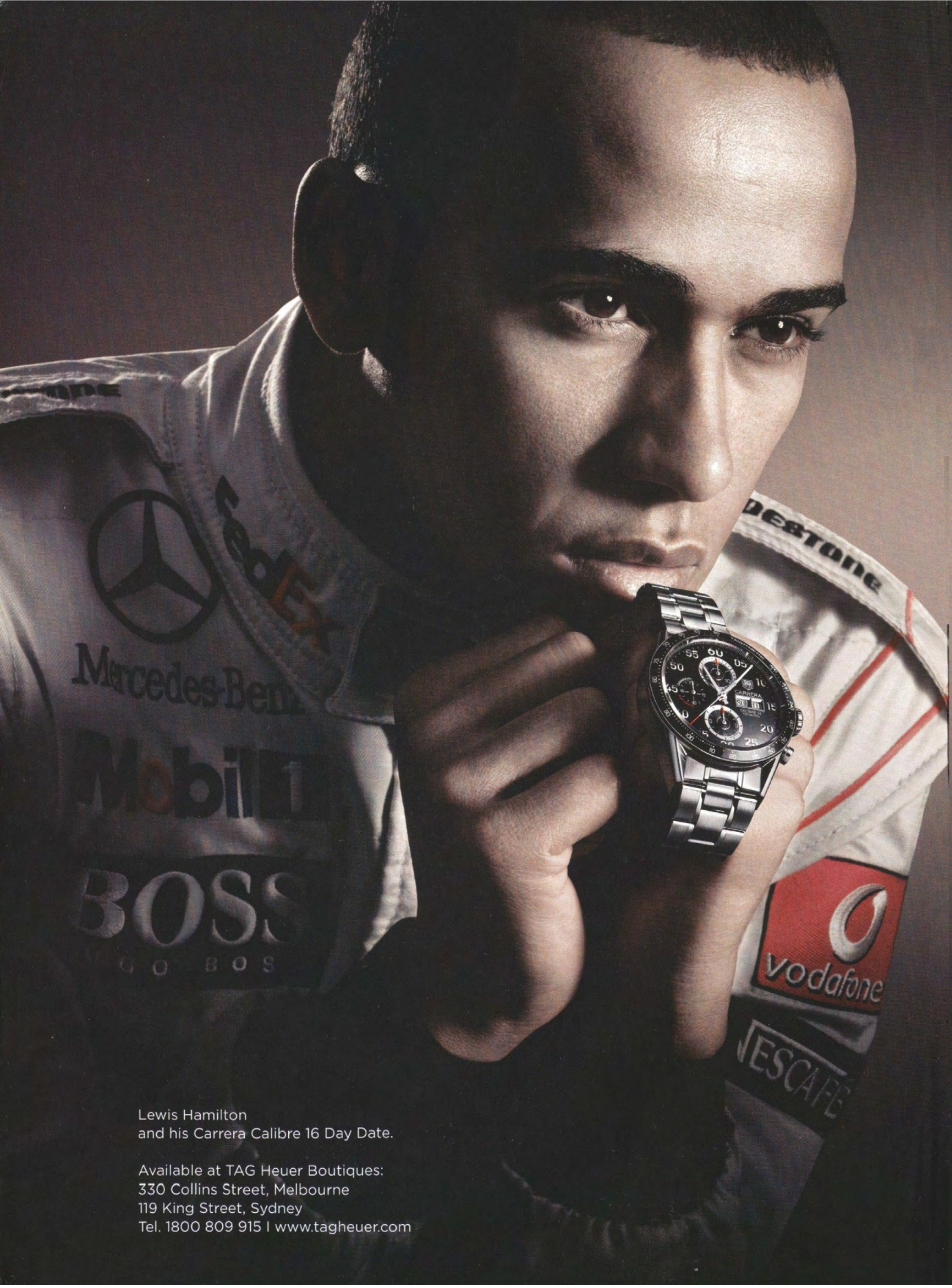
# Turn heads.

Special Edition Ute shown with optional hard tonneau cover.

# 360°



Holden. Go better.



Lewis Hamilton
and his Carrera Calibre 16 Day Date.

Available at TAG Heuer Boutiques:
330 Collins Street, Melbourne
119 King Street, Sydney
Tel. 1800 809 915 I www.tagheuer.com

150 YEARS
CARRERA
CALIBRE 16
WHAT ARE YOU MADE OF?
TAGHeuer
SWISS AVANT-GARDE SINCE 1860

WANT YOUR WHEELS EVERY WEEK?

**Subscribe to our FREE e-news**

FREE TO YOUR INBOX!

If you find the weeks of waiting between issues of Australia's best-selling car magazine excruciating, there is a solution. By subscribing to *Wheels* e-news you'll receive weekly updates of the major motoring stories from Australia and beyond

Register now! Look for the 'Newsletter Sign-up Now' link on the www.wheelsmag.com.au homepage

wheels

WWW.WHEELSMAG.COM.AU

| | |
|---|---|
| **EDITOR** | Ged Bulmer |
| **DEPUTY EDITOR** | Jesse Taylor |
| **SENIOR EDITOR** | Ash Westerman |
| **ART DIRECTOR** | Sonia Viera |
| **SENIOR DESIGNER** | Lee Dean |
| **NEWS & ROADTEST EDITOR** | Sean Poppitt |
| **STAFF JOURNALIST** | James Whitbourn |
| **STAFF JOURNALIST** | Daniel DeGasperi |
| **ONLINE PRODUCER** | Cisco Corea |
| **DIGITAL IMAGING** | Steve McCarthy |
| **CONTRIBUTING EDITOR** | Peter Robinson |
| **CONTRIBUTING EDITOR** | Michael Stahl |
| **TECHNICAL EDITOR** | Mike McCarthy |
| **EUROPE EDITOR** | John Carey |
| **JAPAN CORRESPONDENT** | Peter Nunn |

**CONTRIBUTORS**

Glenn Butler . John Cadogan . Darren Dawkins . Mike Duff
Chris Gable . Jonathan Hawley . Greg Kable . Byron Mathioudakis
Peter McKay . Bruce Newton . Aaron Robinson

**PHOTOGRAPHERS**

Chris Benny . Cristian Brunelli . Nick Dimbleby . Mark Fagelson
Charlie McGee . Tom Salt . Dean Summers . Thomas Wielecki

**NATIONAL SALES MANAGER**

Matthew O'Malley (02) 9263 9731

**VICTORIAN SALES EXECUTIVE**

Angelo Poli (03) 9823 6358

**SOUTH AUSTRALIA ADVERTISING**

HWR Media (08) 8379 9522

**QUEENSLAND ADVERTISING**

Todd Anderson, Motor Media (07) 3245 5049

**ADVERTISING PRODUCTION**

Arabella Strickland-Skailes (02) 8116 9341

**SYNDICATION ENQUIRIES**

Sydney: acpsyndication@acpmagazines.com.au
London: John Slater (+44) 20 7812 6527; jslater@acpuk.com

**SUBSCRIPTION & SALES ENQUIRIES**

Visit: www.wheels.magshop.com.au
Email: magshop@magshop.com.au
Phone: 136 116 between 8am and 6pm (EST) Monday to Friday
Mail: Magshop, GPO Box 5252 Sydney NSW 2000

| | |
|---|---|
| **CREATIVE DIRECTOR** | Glen Smith |
| **GROUP MARKETING MANAGER** | Amanda Ledger |
| **BRAND MANAGER** | Courtenay McDermott |
| **RESEARCH MANAGER** | Jan Carter |
| **BUSINESS ANALYST** | Mike Gray |
| **CIRCULATION MANAGER** | Thomas Dang |
| **GROUP CIRCULATION MANAGER** | Mark Hukins |
| **DIRECTOR OF SALES - MEN'S & SPECIALIST** | Louise Barrett |
| **MEN'S LIFESTYLE NATIONAL SALES MANAGER** | Andrew Cook |
| **NATIONAL SALES MANAGER - MOTORING** | Paul Franks |
| **PUBLISHER, MEN'S LIFESTYLE** | Michael Koslowski |
| **PUBLISHING DIRECTOR** | Phil Scott |
| **PBL MEDIA CHIEF EXECUTIVE OFFICER** | Ian Law |

Published by ACP Magazines Ltd, ABN 18 053 273 546, 54-58 Park Street, Sydney, New South Wales 2001. © 2007. All rights reserved. Printed by Webstar Printing - a division of Blue Star Print Group Australia Pty Limited, ABN 58 000 205 210, Unit 1, 83 Derby Street, Silverwater, NSW 2128. Cover printed by Energi Print, 2-4 Emily St, Murrumbeena, VIC 3163, phone (03) 9563 2428.

acp magazines

pblMedia

The greatest luxury in life is time.
Savour every second.

BREITLING
1884

**BREITLING *for* BENTLEY**

Power. Luxury. Exclusivity. Breitling and Bentley share the same concern for perfection. The same exacting standards of reliability and precision. The same fusion of prestige and performance. In the Breitling workshops, just as in the Bentley factories in Crewe, cutting-edge technology works hand in hand with the noblest traditions. Born from a passion for fine mechanisms, the Breitling *for* Bentley collection offers connoisseurs a rich range of exceptional chronographs. While conveying the quintessence of aesthetic refinement, these wrist instruments are all equipped with high-performance "motors", patiently assembled by watchmakers at the peak of their art. Time is the ultimate luxury.

***The Bentley 6.75***

*Selfwinding chronograph with large date. Variable tachometer (exclusive system). Officially chronometer-certified by the COSC.*

**WWW.BREITLING.COM**

For a Breitling catalogue or stockist details please call 1800 069 582

breitlingforbentley.com

# Contents

NEXT ISSUE ON SALE MARCH 24

## FEATURES

**65 25 GREATEST RACE CARS**
Multiple chequered flags and mega-coolness are the only entry requirements

**82 SKODA ACROSS EASTERN EUROPE**
Skirting the Iron Curtain in a Czech relic, spanner firmly in hand

**92 RON DENNIS**
McLaren boss and F1 supremo talks winning, Spygate, and the MP4-12C

**106 ROUGH TERRAIN AHEAD**
Ploughing around an old English castle in a new supercharged V8 Rangie

## DRIVEN/TESTED

**44 CHEVY CAMARO**
Exclusive local drive of right-hook Camaro reveals a Pony you'll want to ride

**52 AUDI RS6 v MASER QUATTROPORTE GT S v PORSCHE PANAMERA**
Business-class blasters battle it out for your high-flying executive dollar

**98 FORD FOCUS RS v RENAULTSPORT MEGANE v VW GOLF R**
Two of the hottest hatches bound for Oz take on a hotter-still Focus that's not

## FRESH METAL

**113 Showroom Showdown BMW X6 50i v RR Sport S/C**
Big torquing trad 4x4 meets a new-age sports SUV that thinks it's a coupe

**114 Boxster Spyder**
Flyweight Boxster is the modern Porsche for purists

**116 BMW X6 M**
'M' stands for monster, but this X doesn't hit the spot

**118 Toyota Hybrid Camry**
The petrol/electric cardigan set to charge thirsty locals

## EVERY MONTH

**11 Edstart**
Detroit duellers

**14 Redline**
HSV's GTS-R is back!

**34 Inbox**
You reckon?

**38 Robbo**
Steering the Koreans

**40 Carey**
A few pots short...

**42 Guest: Tim Blair**
Forced is an error

**139 Privacy notice**
Keep this to yourself

RACING ROYALTY

The 25 greatest race cars ever

From Bugatti to Brock, these classic racers have pace and pedigree **PAGE 65**

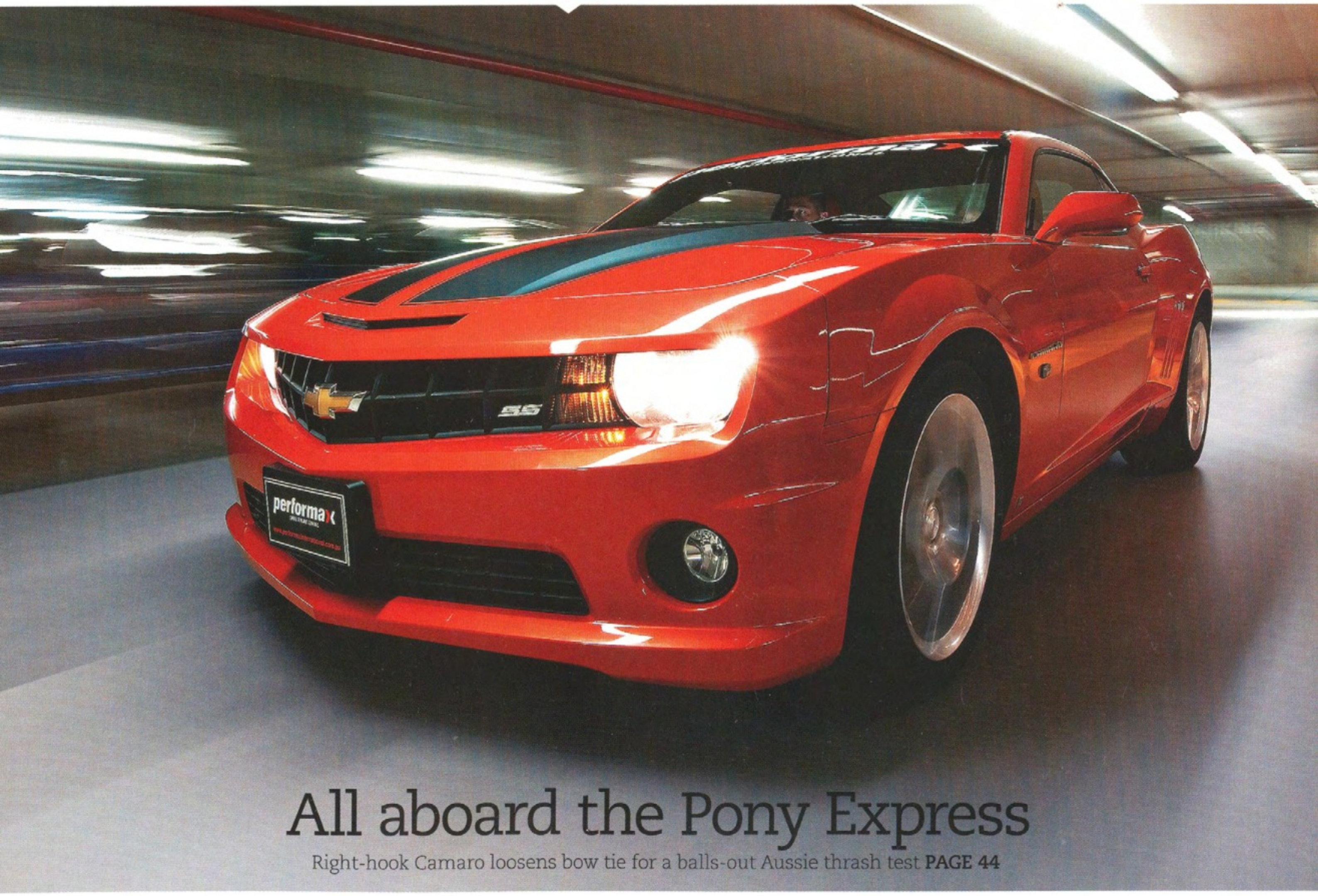
Showroom
TT
AUDI
RS

121

NEW-CAR PRICES
2ND-HAND GEMS
OUR GARAGE
RETRO
BACKBITE

14

● HOT METAL



# All aboard the Pony Express

Right-hook Camaro loosens bow tie for a balls-out Aussie thrash test **PAGE 44**

52

82

98

SIMPLY CLEVER

The new
**Škoda**Superb.
Looks pricey…

Offering a spacious interior, stylish European design, nine airbags and even an umbrella holder in the rear door, the new **Škoda**Superb is nothing short of luxurious. No wonder it's already won '*Car of The Year*' in eight European countries. It features the latest Volkswagen Group technology, our own unique TwinDoor system that transforms the boot from a Sedan to a Liftback, and DSG transmissions on your choice of a 1.8 TSI, turbocharged 2.0 diesel, or dynamic 191kW 3.6 V6 4x4. In fact, no matter how you look at it, the new **Škoda**Superb appears pricey in every way – except one. The price.

…be surprised at **skoda.com.au**

# Edstart

GED BULMER

DETROIT, MICHIGAN, IN MID-JANUARY IS NOT A PARTICULARLY INVITING PLACE. TEMPERATURES ROUTINELY PLUMMET TO DOUBLE DIGITS BELOW ZERO, SNOW AND ICE MAKE GETTING IN AND OUT OF THE PLACE A LOTTERY, AND THEN THERE'S THE SMALL ISSUE OF THE CITY ITSELF BEING A BIT OF A WRECK.

Despite numerous attempts to reinvigorate what was once the fifth-largest city in the US, and the very engine room of post-war American industrialisation, Motown has been on a long, slow slide into decay for decades. *Time* magazine recently reported that from a peak of 1.85 million in the 1950s, the city's population has sunk to just 912,000 today. Crime is rife, the murder rate is among the worst in the US, and unemployment is nudging 30 percent.

But that's not to say Motor City is without charm, and despite its bleakness, I have a soft spot for this city that has spawned so many great cars and so much wonderful music over the years. The fact Detroit hosts the first major international motor show of the year, and remains the global headquarters of the artists formerly known as the US Big Three, also means it has a special significance for motoring scribes in general and Aussie journos in particular. Decisions about the future of two-thirds of our domestic car industry emanate from here, so it behoves any motoring scribe worth his salt to swap the warmth of an Aussie beach each January for the frosty kiss of a Detroit River squall.

Perhaps it's because of our close cultural ties to the US, perhaps because we speak the same native tongue (more or less), or perhaps it's simply that the Yanks are such showmen, but I tend to enjoy the Detroit show more than some others on the calendar. This could also have a bit to do with the fact that US auto executives by and large are more expansive with the media than their colleagues from Japan or Korea. Whatever the case, a visit to Motor City never fails to produce plenty of yarns. And one of the more intriguing aspects of this year's Detroit show coverage was the number of overwhelmingly positive stories generated about GM and Holden, and the mostly negative stories about Ford Australia.

As part of the media contingent travelling with GM, it was evident to me just how well integrated Holden has become into GM's global operations, and what high regard the Aussie outfit is held in. Former Holden MD Mark Reuss, now president of GM North America, openly declared his enthusaism for Holden and the renewed potential for Commodore sedans and utes to be sold Stateside; sentiments echoed by GM vice chairman Bob Lutz, who remains an avid supporter of the Aussie brand.

Over on the Ford stand, however, there were no such efforts to talk up the credentials of Ford Australia, leading to headlines here predicting not just the demise of the Falcon as a bespoke Australian model, but potentially the end of Ford's manufacturing operations in Australia per se.

Yet you only need to drive an FG Falcon or Territory to know that Ford Australia's designers and engineers are every bit as talented as their Holden counterparts. Despite this, and because Ford has failed to integrate the Falcon into its global plans, the very future of the Australian operation is now in doubt. Ford Australia badly needs a champion in Detroit to bring it in from the cold. Alan Mulally should be that champion and hand his Australian division the responsibility of developing a world-class rear-wheel-drive platform. They won't let him down.

> I have a soft spot for this city that has spawned so many great cars over the years

GM
GOOD NEWS USA!

## The General's Aussie army

One example of the standing Holden enjoys within GM is the cadre of its former designers and engineers in senior positions Stateside. Mike Simcoe, the Aussie who designed the VT Commodore and the Monaro, is now GM's executive director of North American exterior design, while his former understudy, Max Wolff is exterior design director at Cadillac and was responsible for one of the show's hero cars, the Cadillac XTS (pictured above).

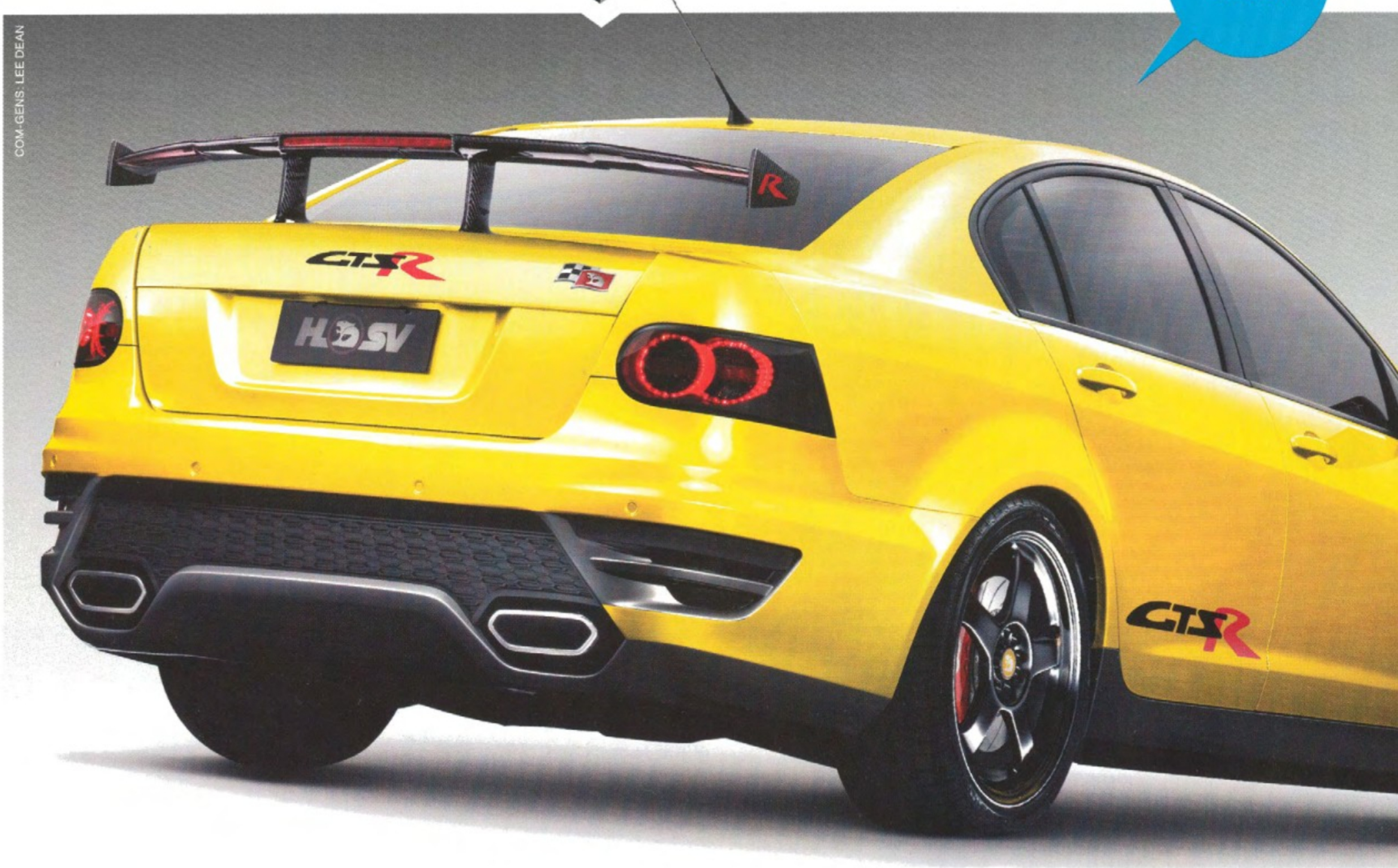
ALL 4
THE LOOK
THE FEATURES
THE EXHILARATION
THE LIBERTY DRIVER

You asked, so we delivered. A sleek, sporty look, uncompromised driving performance and exceptional value in one exhilarating package. Every Liberty in the range has our renowned Symmetrical All-Wheel Drive, a horizontally-opposed Boxer engine, Vehicle Dynamics Control and an impressive list of features as long as your driving arms. The Liberty 2.5i Sports sets itself apart with 18" alloys anchored by high performance Bilstein suspension, standard Lineartronic™ CVT and a stylish sports body kit. Take to the road in a Liberty and you'll discover exactly why we're all for performance, all for safety, and All 4 the Driver.™ Visit **subaru.com.au** for more details about the entire Liberty range.

ALL 4 THE DRIVER™ | **SUBARU**

SUR1374/WHE
LIBERTY
ANCAP
Rated ★★★★★
subaru.com.au

HARDCORE HERO



COM-GENS: LEE DEAN

# Scoop! HSV GTS-R

## Lightweight yellow trick road-racer returns

HSV IS set to revive its hallowed GTS-R nameplate with a lightweight, track-focused limited edition expected later this year. Likely to be limited to 100 units, the GTS-R will be rarer and significantly cheaper than 2008's 7.0-litre W427.

According to *Wheels* insiders, a 100kg weight loss program is a key component of the GTS-R project. Ditching the electrically-adjustable front seats for a pair of lightweight buckets could save as much as 40kg. Swapping to a set of forged 19-inch alloys, wrapped in sticky R-compound rubber, will also shave another few kilos per corner and reduce unsprung weight.

While HSV is tipped to dust off the iconic GTS-R sticker, the car itself is likely to be a crossbreed of GTS and Clubsport R8. We're told the power target is around 335kW/550Nm (just 10kW up on the GTS), but will be achieved without HSV's bi-modal exhaust system.

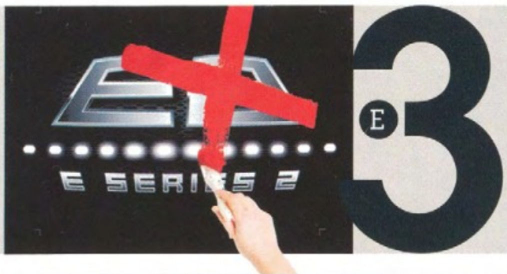
The GTS-R will also eschew the Magnetic Ride Control of the GTS and Senator, instead using a track-focused spring and hydraulic damper set-up. HSV has previously offered special edition cars (2004 VZ GTS, for example) with adjustable Öhlins dampers, and a similar set-up remains possible for GTS-R.

Even with a modest power hike, ripping approximately 100kg from the 1829kg GTS will endow the new car with a power-to-weight ratio of 194kW/tonne (up from 178kW/tonne). That's still short of the 375kW W427's 200kW/tonne, but by using HSV's launch control system expect straight-line performance to be similar to the now-discontinued flagship model. A 0-100km/h sprint in 4.8 seconds with a 0-400m time in the high-12-second bracket is achievable – a mere tenth or two behind the W427.

Unlike the W427 program, the GTS-R will use parts that have already been developed, helping keep costs in check. Less than 140 people were willing to pay $155K for the W427, so expect the GTS-R to come in under the $100,000 mark.

Officially, HSV denies the project, as it did when *Wheels* broke the story of the W427 nine months before its launch. However, it's understood that the project may have been initiated by a third party and is now being discussed at the highest levels within HSV.

All bets are on for the GTS-R to surface at the Sydney motor show in October this year.



Even though HSV denies the existence of the GTS-R program, it's clearly up to something. It has recently registered the names HSV E3 and HSV EDT. E3 is no surprise, but HSV EDT could be a possible name for the GTS-R. In 2006, for example, HSV released a track-focused HRT Edition Clubsport.

### Race trim

Like most track specials, the majority of weight savings for the GTS-R will come from inside. Swapping the adjustable leather front seats for lightweight buckets should save around 40kg

### Engine

HSV is unlikely to breathe too heavily on the LS3 V8. However, sources suggest that the new car will make approximately 335kW, but will replace the bi-modal exhaust with a lighter system

### Rolling Stock

19-inch forged alloys save 4-6kg per corner over 20-inch GTS wheels, and the size allows HSV to pick from a wider catalogue of R-compound tyres (which are limited in 20-inch)

### Brakes & Suspension

GTS-R will ditch heavier Magnetic Ride Control dampers for a unique spring and hydraulic damper package. Brakes are 380mm fully-floating units pinched from the W427

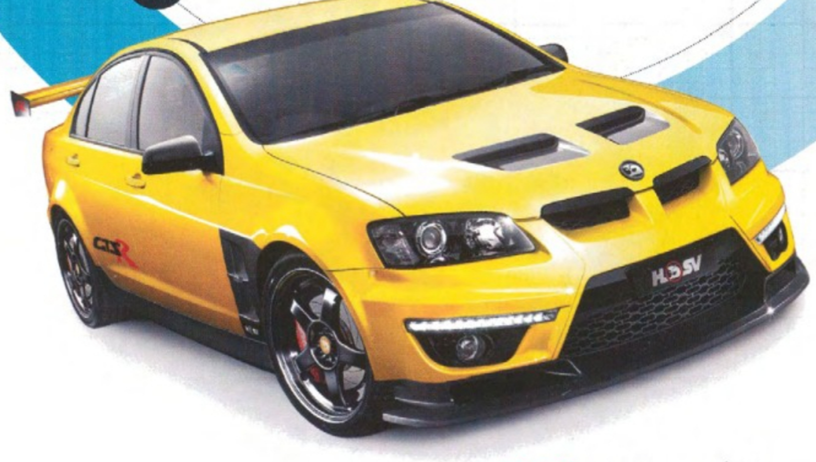
### Aero package

Our com-gen image provides some clues as to how a reborn GTS-R could look, although sources are divided on whether the car will retain the current E2 line-up's bonnet scoops

**1995** **VS GTS-R:** Billed as the wildest HSV since the Walkinshaw, the VS GTS-R's XU3 Yella paint soon earned the car its 'atomic banana' nickname. Just 86 were built: 75 for Oz, 10 for NZ and one car for South Africa. Standard power from the 5.7-litre Holden V8 was 215kW, but you could option ($10K) an HRT-blueprinted engine with 10-15kW more.

**2004** **GTS-R MKII:** Unveiled at the 2004 Sydney motor show, the second coming of the GTS-R nameplate was never intended as a road car. Based on a wide-bodied Coupe4 shell, the 2004 GTS-R featured a stripped interior, roll cage and carbon-ceramic brakes. Powered by a 335kW/605Nm 6.0-litre LS2 V8, this GTS-R would have made a great track car, but sadly it went no farther than the show stand.

**2010** **GTS-R MKIII:** With the 375kW 7.0-litre W427 no longer in production, the new GTS-R will become HSV's new halo model. The introduction of the bold-looking E Series 2 range in October last year returned HSV to its wild styling roots, and expect GTS-R to push the envelope further. This iteration of GTS-R should blend road-manners of the original with some of the track-day mongrel of the 2004 edition.



## Sink or swim

As incredible as it sounds, newly out-of-bankruptcy GM might post a profit in 2010. That's the cautious prediction of chairman Ed Whitacre, who took over from Fritz Henderson as CEO late last year. Whether GM makes money or not, Whitacre has committed GM to paying back US$6.7 billion in loans to the US Government and another $1.4 billion to the Canadian Government by mid-year. GM has also shuttered Pontiac and Saturn, and sold off Hummer and Saab.

CAMARO
OZ-BOUND?

# Pony-car express

## Camaro poised to gallop Down Under

THREE cheers for Barack Obama! If the US president hadn't ploughed billions of US taxpayer dollars into resurrecting General Motors, you and I wouldn't be salivating right now at the prospect of the Chevrolet Camaro coming to Australia.

GM has stopped well short of an official confirmation, but GM vice chairman and product guru Bob Lutz's endorsement is the next best thing. Put it this way, much of what the septuagenarian executive predicts becomes reality.

"I think you can pretty much count on a right-hand-drive Camaro," Lutz told *Wheels* at the Detroit motor show. "The Camaro, at some point, will be right-hand drive, that's what we're currently looking at with a great deal of focus; to be built in Canada and shipped [to] right-hand-drive markets. Why not? "Most of the parts are there, all we have to do is reverse the instrument panel. The right-hand-drive bits are a given because it is a Holden [VE Commodore] architecture."

Of course, the 6.2-litre V8 Camaro SS is already sold here as a RHD conversion by QLD-based Performax International. It's yours from a cool $139K, and you can read our exclusive first local drive of this muscle-car coup on page 44.

But if GM's right-hook program is confirmed, the expectation is that factory-fresh Camaros – bow-tie badging intact – will be sitting in Holden dealerships, with a sticker as low as $75,000 and from as soon as 2011, said Holden boss Alan Batey.

Camaro was originally going to be built in RHD and sold in Oz, but the plan was canned as the 'old' GM slashed its development budgets in an unsuccessful attempt to stave off Chapter 11 bankruptcy. Now, having careered through that process courtesy of Obama's rescue package, and re-emerged in slimmed-down form, Lutz says the 'new' GM is aggressively chasing business opportunities like the RHD Camaro.

Alan Batey echoed Lutz's words and said he'd love Camaro to come to Oz, although its sales success in North America isn't helping.

"It's all about timing. If you talk to North America they have too much demand and can't supply. But would we like to see the car happen in Australia? Yeah, it would be great."

Batey doesn't expect Camaro to sell in big numbers if it comes, and only in V8 form. Bring it on.

**BRUCE NEWTON**

## Swap meet

**As Holden looks to welcome Camaro to Oz, GM is examining ways to get the Commodore back into American showrooms. In the short-term the plan is to export a Chev-badged Commodore V8 to the USA by 2012, exploiting the homologation work invested in the now defunct Pontiac G8 program. Further out comes the Commodore-based "four-door Corvette" which Bob Lutz revealed GM is considering. Meanwhile, former Holden boss Mark Reuss, in his new role in charge of GM North America, confirmed interest in the Commodore ute as a new-age Chevrolet El Camino.**

**So, what do you think?**

Would you buy a front- or all-wheel-drive Falcon? The heart and soul of Australia's Falcon has been wrapped in rear-drive for the past 50 years and we'd like to hear your opinion on the possible shift. Drop us a line at wheels@acpmagazines.com.au

PUSH OR PULL

# Falcon's future

## Next-gen icon won't be Oz's own

FORD Australia president Marin Burela has confirmed that the current FG will be the last Falcon designed, engineered and built exclusively for Australia. The Falcon will live on, but not as we know it.

Under FoMoCo's 'One Ford' strategy, pouring hundreds of millions of dollars into developing a stand-alone Falcon for Australia "makes no sense", according to Burela. Instead, it's likely a single global large-car platform will be developed by Ford and farmed out across the Blue Oval empire.

Ford's global CEO Alan Mulally echoed Burela's words. "Would we [build a car just for Australia]? No, I don't think so. [Car manufacturers] who make a different vehicle for each country, those days are gone because you can't compete with the global companies."

So what becomes of Falcon? Burela confirmed the next all-new Falcon will surface in 2015 and that the nameplate will live on in Australia. The next-gen Falcon will also retain the current car's basic size and dimensions, but beyond that the future is unclear. Not even Ford itself knows, according to Burela. But the glory days of rear-wheel drive are looking shaky.

"We have options," said Burela. "The new car won't arrive until 2015 and we don't have to make a decision until 2011. Do we go front-drive, all-wheel-drive or stick with rear drive? We're in the early stages of answering those questions. But Ford Australia will have extensive input into whatever path is chosen and we will deliver the car that Australians want."

But RWD isn't off the table just yet. Alan Mulally also outlined the possibility of combining development of the next Falcon with Ford's rear-drive muscle car, the Mustang. "We've got some really good rear drivers, too, like the Mustang, and there's no reason why we can't have [a similar approach] in Australia."

A cloud also hangs over the future of the XR8 as Ford is considering dropping the V8 from the regular Ford line-up altogether, leaving FPV as the sole bent-eight option. Burela confirmed that Ford's new 5.0-litre 'Coyote' V8 will replace the current 'Boss' 5.4-litre powerplant, which runs out of emissions regs compliance on July 1 this year. But there's no guarantee the new engine will power an XR8.

"We're studying multiple options. One is keeping the XR8 with a different engine calibration for FPV. The second option is as you describe [dropping the XR8] and there's probably a third option. We don't have to make a decision until March or April, but we're prepared either way."

**SEAN POPPITT**

FIRST LOOK

THE FOCUS'S PLATFORM WILL SPAWN 10 DERIVATIVES (INCLUDING AN MPV) AND WILL ACCOUNT FOR UP TO TWO MILLION SALES BY 2012

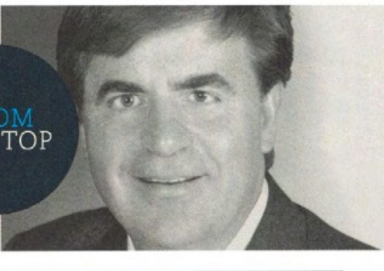
## Ford Focus

WHILE Ford Australia's large car plans are uncertain, the Blue Oval is making big noises about its latest small car, the third-generation Focus.

Revealed at the recent Detroit motor show, the new Focus goes on-sale in Europe and North America in early 2011, but it's likely to be at least 18 months before the car lands in Aussie showrooms. And it can't come soon enough for Ford Oz; in 2009 the current Focus recorded just over 11,000 sales, less than one-third the number of Toyota's Corolla.

Under the skin, the architecture is a thorough development of the current car, and Australian versions will be powered by a new DI 2.0-litre four with 115kW/198Nm.

FROM THE TOP



"This is necessary until a remedy is finalised"

**BOB CARTER: TOYOTA NORTH AMERICA VP ON THE BRAND'S MASSIVE RECALL WOES**

## Total recall

Toyota's reputation has taken a battering following the recall of *3.4 million* vehicles across eight models in the USA for faulty accelerators. The move follows 1.7 million vehicles being recalled to replace floor mats. It won't affect Oz.

▶ SPYCAM

THE RISING GUN

# Honda HSV-010 GT

## Stillborn next-gen NSX revived for the racetrack

NO, IT'S NOT the bastard child of a union between Honda and Holden Special Vehicles. Instead, this matt-black monster is the reincarnation of Honda's stillborn NSX super coupe.

Honda had been teasing us for years with plans to revive the NSX, but that pesky GFC saw the project crash and burn. Until now.

What you see here is the Honda HSV-010 GT (in this case, HSV stands for Honda Sports Velocity), packing a 3.4-litre V8 good for around 370kW and 400Nm stuffed into an 1100kg carbonfibre racer. Racer? Yes, the HSV GT is Honda's entry into Super GT for 2010 (think the Japanese version of V8 Supercars) and this 'next NSX' isn't scheduled to be produced as a road car. Ever.

Honda's not too keen to broadcast the point, but the HSV has risen from the ashes of its long drawn-out plans to build a new-gen NSX.

When the original NSX went out of production in '05, Honda started work on a new, upscale front-engined V10 version to tackle the likes of the Lexus LF A and Aston Martin DB9. We saw one concept at the 2007 Detroit show (see breakout, below), then things got more serious. That car became the Acura Sports, which was to be built in two guises.

For the road, the Acura (Honda's luxury arm) Sports got a 5.0-litre V10 and a trick new-gen version of Honda's Super Handling All-Wheel Drive system. It was envisioned as a full-house, hi-tech flagship.

But the blades of the GFC cut deep and Honda scrapped the NSX, along with its Formula One program. Instead, funds were diverted to volume-selling fuel sippers such as the Insight hybrid, rather than expensive-to-develop, slow-selling supercars.

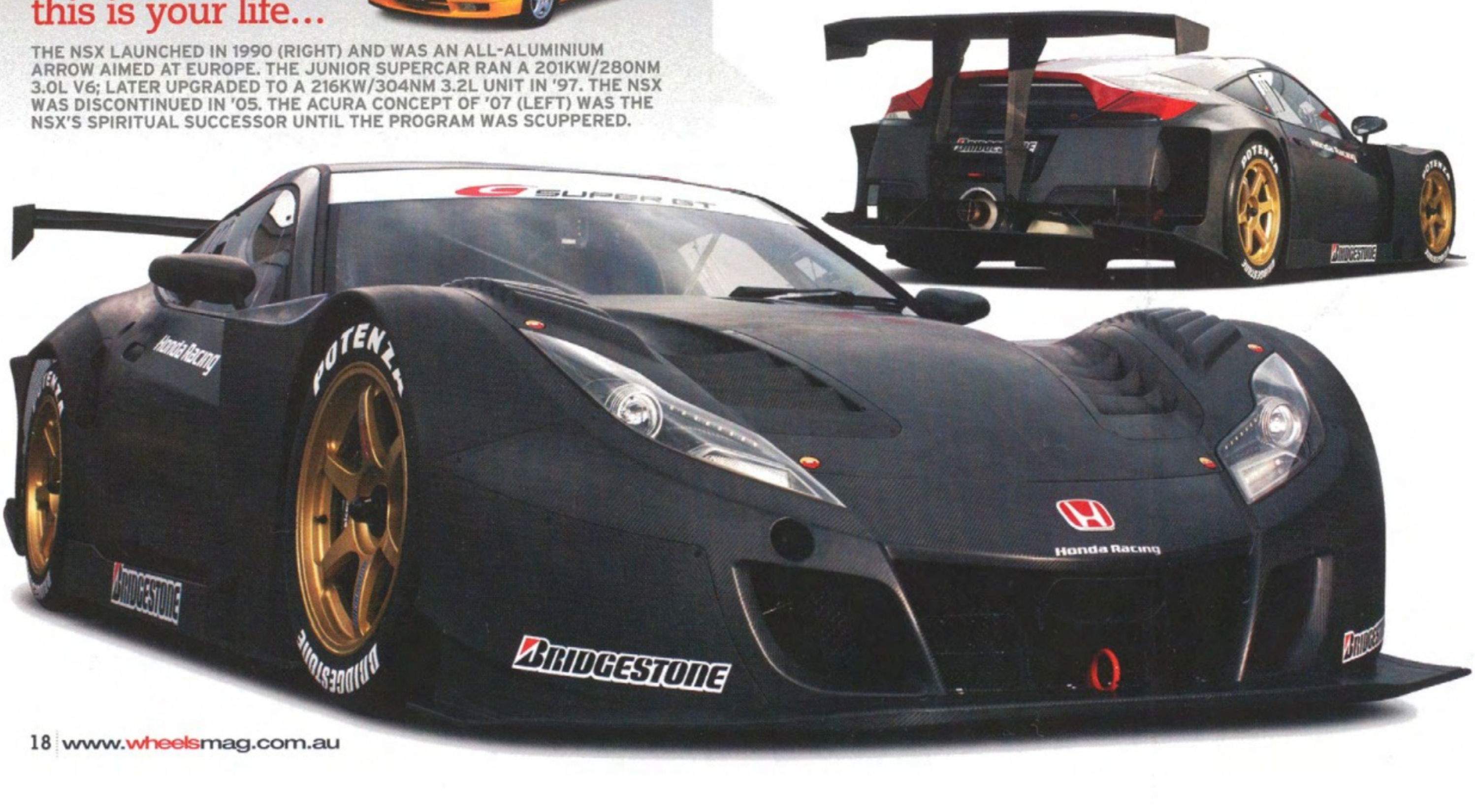
Shrouded in secrecy, however, Honda was also prepping a separate, pure race-car version of the Acura Sports, and it's this front-engined, rear-drive V8 coupe we'll see rubbing doors with Nissan GT-Rs throughout the 2010 Super GT season.

Up front, the HSV's 3397cc HR 10EG V8 is a spin-off from the engine Honda runs in Japan's Formula Nippon single-seater race category.

**PETER NUNN**

## NSX, this is your life...

THE NSX LAUNCHED IN 1990 (RIGHT) AND WAS AN ALL-ALUMINIUM ARROW AIMED AT EUROPE. THE JUNIOR SUPERCAR RAN A 201KW/280NM 3.0L V6; LATER UPGRADED TO A 216KW/304NM 3.2L UNIT IN '97. THE NSX WAS DISCONTINUED IN '05. THE ACURA CONCEPT OF '07 (LEFT) WAS THE NSX'S SPIRITUAL SUCCESSOR UNTIL THE PROGRAM WAS SCUPPERED.



MAD, BAD AND **WHAT THE?**

## TOKYO AUTO SALON

### 01 MOUNT FUJI PRIUS:

No Japanese car show would be complete without a serve of sake-soaked weirdness. Like a low-riding, blinged-up Prius doodled-on by Japan's premier tattoo artist, Koji. Erm, respect.

### 02 SUZUKI WAGON R:

This is the Suzuki Wagon R type Grinder Tattoo 4th Gullwing ver. Multicolour. No, you couldn't make that name up, and we haven't. The paint job has been dubbed 'cat vomit splatter 2.0 WTF'.

### 03 ROTARY-ENGINED WESTFIELD:

Finally, someone has managed to combine our love of lightweight, track-focused Westfields, wheel spats, neon blue paint, samurai swords, dragon murals and rotary power. Genius.

### 04 PINK TOYOTA MINIVAN:

Yes, we know pedestrian protection is an important issue, but dressing up a Toyota Alphard MPV in this hideous soft-touch fabric isn't quite the answer. And isn't it just a lovely shade of pink, too? Okay, maybe not…

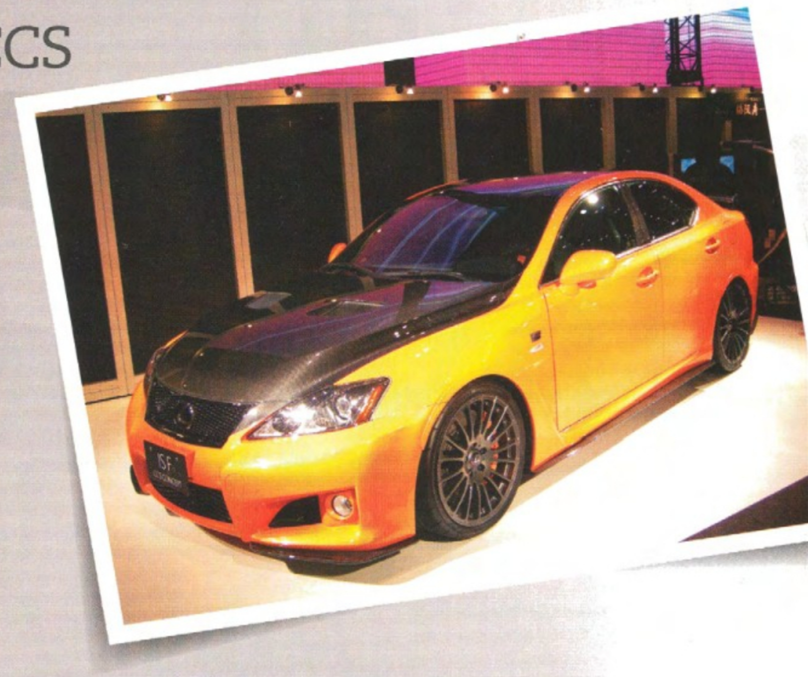
# **Lexus** IS F CCS Concept

**THE TOKYO Auto Salon is Mecca for the tuners, customisers and nut-jobs of Japan's auto industry. Toyota used this year's show to try to shrug off its cardigan-wrapped image in favour of carbonfibre and turbocharged threads.**

**First up was the Lexus IS F CCS (Circuit Club Sport), a "study" of what a track-day special could look like. All the carbonfibre bits (bonnet, roof, boot, spoiler, and sills) look the biz, but, strangely, only save 50kg, according to Lexus. A titanium exhaust helps bump the 5.0L V8's power to 320kW.**

**The show car also wore monster carbon-ceramic brakes and lightweight magnesium wheels.**

**And this thorough lightening program will also extend to your wallet if the CCS makes production, with an expected $250K sticker.**



# **Toyota** FT-86 G Sports Concept

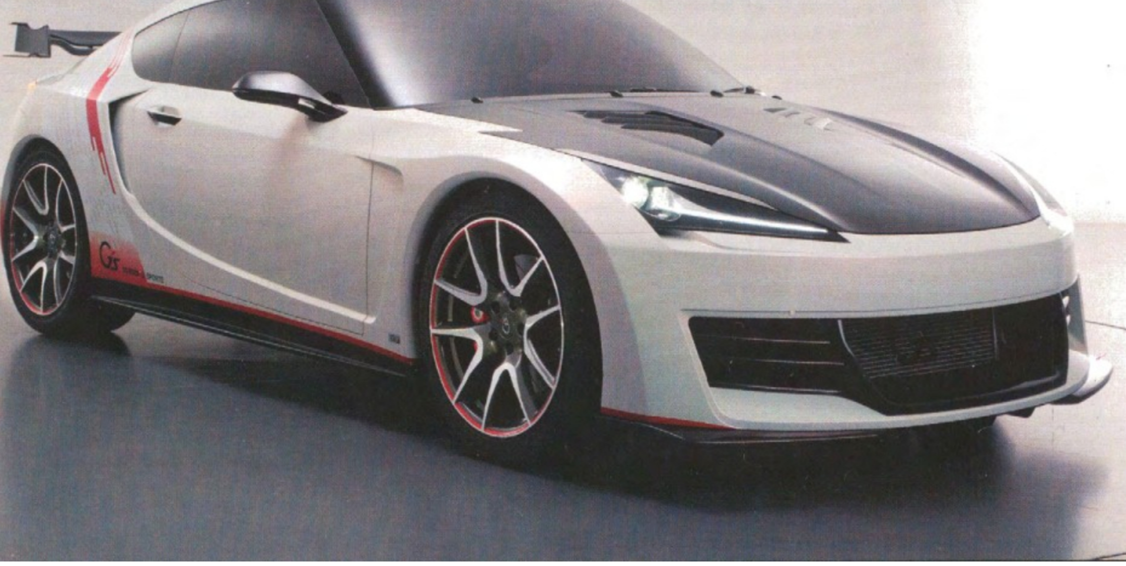
THE DRIVING force behind Toyota's aggressive Salon stable is Akio Toyoda, the company's new petrolhead CEO. He's kick-started a campaign to build "more interesting cars" (Aussie translation: "a lot of our cars are automotive Valium. I'm going to sort that right out").

Cue the FT-86 G Sports Concept, the latest and hardest version of the new rear-drive coupe, best known as the 'Toyobaru' (because Toyota and Subaru are cooking it up together, based on the Impreza platform and powered by Subie's flat-four engine).

In the metal, this coupe looks taut and tough: sharp flanks, chiselled, shark-like nose, matt-black bonnet and sexy new wheels.

Okay, so the spoiler is straight out of Japan's D1 Drift series, but that's pretty much the point here.

On the grunt front, the Toyobaru's 2.0-litre Subaru Boxer four has gained a turbo, for outputs of approximately 200kW/340Nm and guaranteed sideways shenanigans…



HAPPENIN' HYBRIDS

CRZ Hybrid

Ferrari isn't the only marque attempting to inject some sex appeal into nerdy hybrids. Honda unveiled its production CR-Z at January's Detroit show. The 90kW/173Nm petrol-electric should arrive here late 2010.

# Ferrari 599 hybrid

PETROL-ELECTRIC FAZZA!

## High-voltage supercar

HYBRID tech's green image is about to get a big red go-fast stripe, with news that Ferrari's first petrol-electric powered road car will be revealed at the Geneva motor show in early March.

According to Italian media, the 599 *ibrido* (that's Italian for hybrid) will be labelled a concept, but Ferrari executives have made no secret of their interest in putting petrol-electric power into production.

While massively cutting city-driving fuel consumption, the compact parallel-hybrid system will apparently also slightly improve performance and handling, according to a report in respected Italian monthly *Quattroruote*. The 599 hybrid reportedly uses electric motor technology loosely based on the company's Formula One KERS (kinetic energy recovery system).

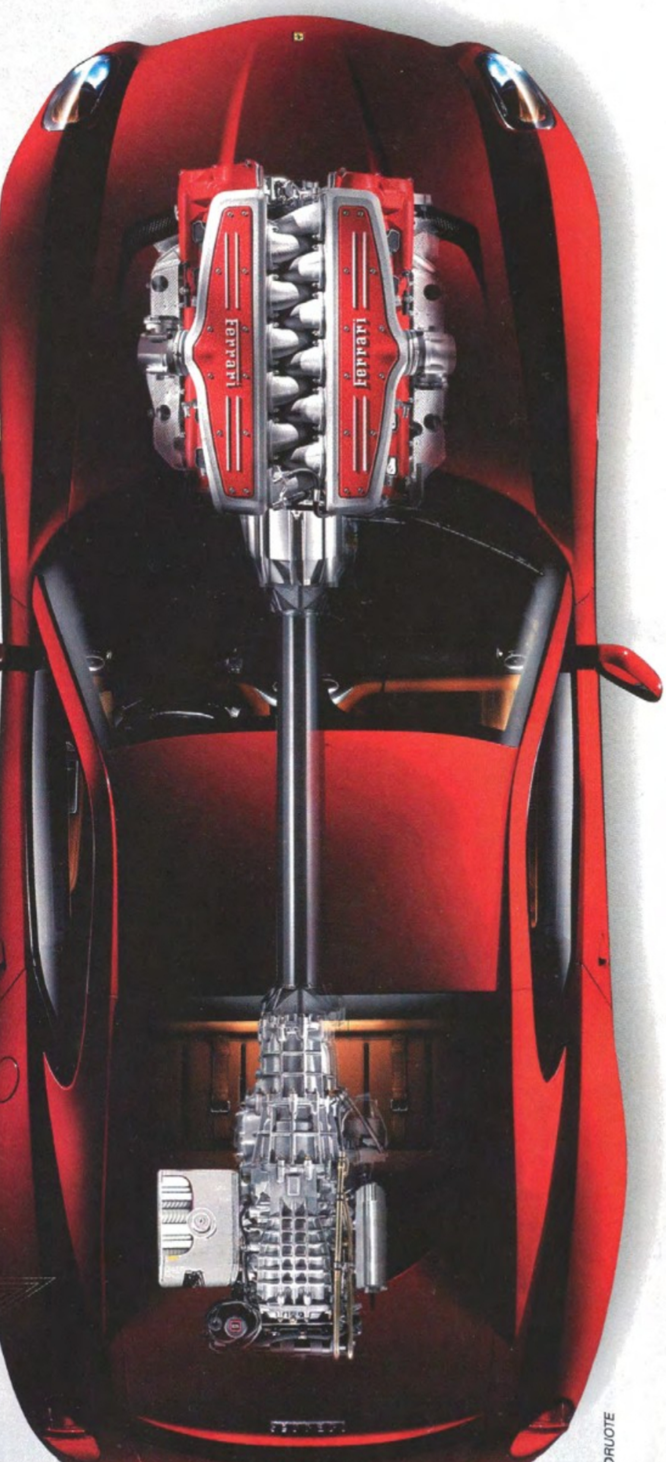
Max power of the electric motor is thought to be around 30-35kW, with its power coming from a 30kg lithium-ion battery pack, recharged solely through energy recovered during deceleration and braking.

Total weight of the system will be approximately 50kg. Like the other hybrid system components – electric motor, cooling system, electronics – the battery pack snuggles beside the 599's rear-mounted transaxle, a location which may improve the car's weight distribution.

The 599 hybrid, which will also feature a stop-start system, won't be able to run in pure electric mode. However, *Quattroruote* estimates a cut of 35 percent in urban fuel consumption. As the regular V12's urban thirst is a massive 27.0L/100km, this represents a saving of almost 9.5L/100km.

An improvement over the petrol 599's 0-100km/h time of 3.7sec is also expected for the hybrid. The electric motor will be used not only to boost low-end torque, but also to fill in the interruption of V12 power while the sequential six-speeder swaps ratios.

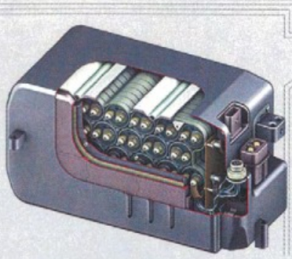
**JOHN CAREY**



PIC: QUATTRORUOTE

### Batteries included

**FERRARI WILL BE ONE OF THE FIRST MANUFACTURERS TO OFFER A PRODUCTION HYBRID WITH LI-ION BATTERIES. THE ELECTRIC MOTOR USED IS BASED ON FORMULA ONE'S KERS, BUT THE 599'S VERSION HAS BEEN DESIGNED FOR SUPERIOR DURABILITY AND LOWER COST.**



WHEN ASKED IF HE WAS PLEASED WITH HIS M1 ART CAR, ANDY WARHOL REPLIED:

“I love the car; it's better than the work of art itself”

1978 M1

The obvious thing to call the M-fettled 1 Series would be M1, but BMW is loathe to invoke this title out of respect for the mighty, mid-engined homologation special that went by the same name between 1978 and '81.

# BMW 1 Series M

## Smallest, cheapest M missile due to launch in 2011

BMW IS preparing a hot new 260kW/420Nm, twin-turbo 3.0-litre straight-six powered 1 Series to join the growing M stable.

Due mid 2011, the new model is aimed at luring younger customers into BMW's performance car fold. As such, the new hi-po coupe is set to become the M division's most affordable model, slotting beneath the current V8-powered M3 at an estimated price of $100K. That's about $28K more expensive than the current 135i Sport, placing the 1 Series M within cooee of the upcoming 250kW, turbocharged 2.5-litre five-cylinder Audi RS3, which is expected to lighten wallets to the tune of about $90K.

Revealing plans for the new 1 Series-based model to *Wheels*, BMW's M division boss, Kay Segler, said: “I want to send a clear signal that our products are accessible.”

The basis for the newest M-car is the current 1 Series coupe. Among the drivetrain developments, it's set to adopt a standard six-speed dual-clutch gearbox and electronically-controlled 'M differential'. With an expected kerb weight of 1500kg, straight line performance should be relatively close to that of the M3, which means a 0-100km/h sprint in the low-5sec bracket.

Fuel saving measures such as brake energy regeneration and, possibly, a start-stop system should ensure the feisty coupe is no thirstier than the milder 135i, rated at 9.2L/100km as a six-speed manual.

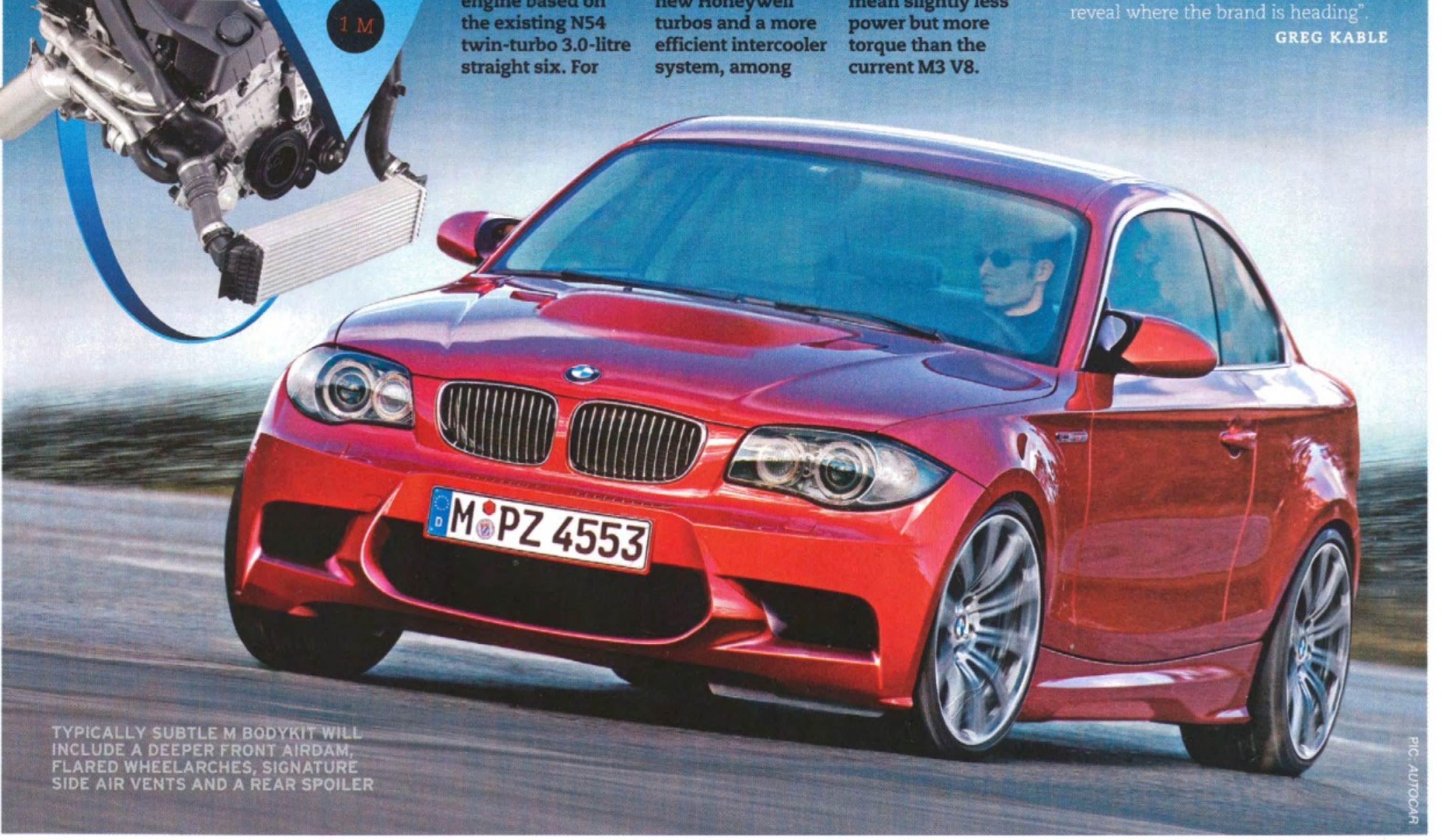
Under the skin, the basic geometry of the 1 Series coupe's strut-front and multi-link rear suspension will remain unchanged. However, engineers are developing firmer springs and dampers, and a new set of bushes, along with lightweight 18in alloys. “[It will be] a lot more dynamic than the standard 135i,” says Segler.

Segler isn't prepared to divulge envisioned sales volumes, saying only, “We're confident it will draw in new customers. It does, however, reveal where the brand is heading”.

**GREG KABLE**

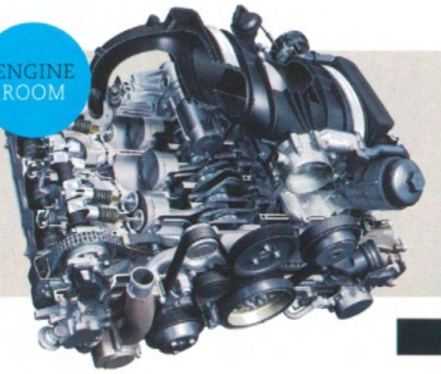
### Twin spin for baby M

**The 1 Series M will be powered by a stand-alone engine based on the existing N54 twin-turbo 3.0-litre straight six. For use in the latest M car, however, the engine will run new Honeywell turbos and a more efficient intercooler system, among other upgrades. Expected outputs of 260kW/420Nm mean slightly less power but more torque than the current M3 V8.**



TYPICALLY SUBTLE M BODYKIT WILL INCLUDE A DEEPER FRONT AIRDAM, FLARED WHEELARCHES, SIGNATURE SIDE AIR VENTS AND A REAR SPOILER

PIC: AUTOCAR



## That shrinking feeling

**You may want to sit down for this ... Porsche will downsize the engine of the next Carrera from the current 3.6-litres to 3.4. Yes, that's the same capacity as the Boxster and Cayman S, but peak outputs will outstrip both with an expected 265kW for the Carrera. That's around 9kW more powerful than the current base 911, so stop sooking.**

# SpyCam

Come out, wherever you are

## Porsche 911

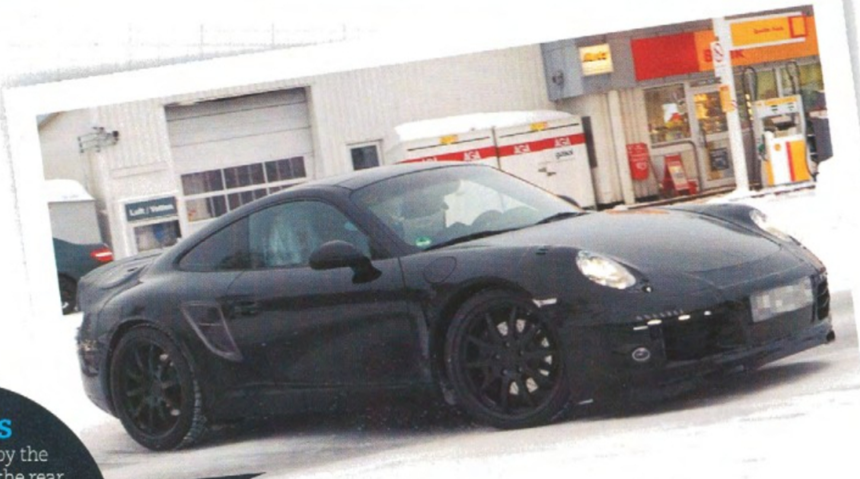
PORSCHE may reap just 20 percent of its total sales from the iconic 911 these days, but the rear-engined coupe remains *the* rolling advertisement for everything the company knows about speed and dynamics. So when the first genuinely all-new 911 since the 996 model of 1997 arrives in 2011, you can be sure it's going to be something special.

According to our insiders, Porsche is quietly seething at Nissan's claims that the GT-R is faster than the 911 Turbo around the Nürburgring, and no expense will be spared to return the rear-engined icon to the top rung of the sports-car pantheon.

The next-gen 911 (codenamed project 991 internally) will be longer, wider and lower compared with the current car. The longer wheelbase and increased track widths aiding stability and, reportedly, improving the 911's notoriously challenging behaviour at the limit.

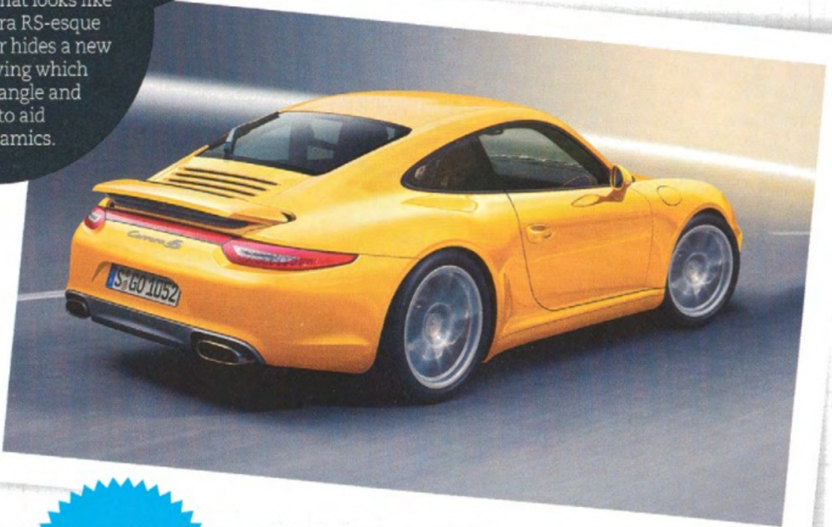
Although suspension remains a strut-front, multi-link rear arrangement, the design and geometry is an all-new affair, again aimed at improving dynamics and stability.

On the grunt front, the entry-level Carrera will run a (gasp!) downsized 3.4-litre flat six (see sidebar, top), while the Carrera S will stay pegged at 3.8-litres and see power jump to 300kW.

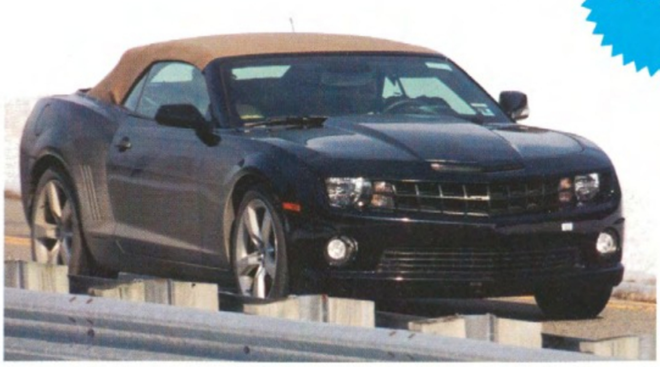


**DETAILS**

Don't be fooled by the 'vents' in front of the rear wheels; they're stickers. And the sweep of what looks like a retro, Carrera RS-esque ducktail spoiler hides a new motorised wing which adjusts for angle and height to aid aerodynamics.

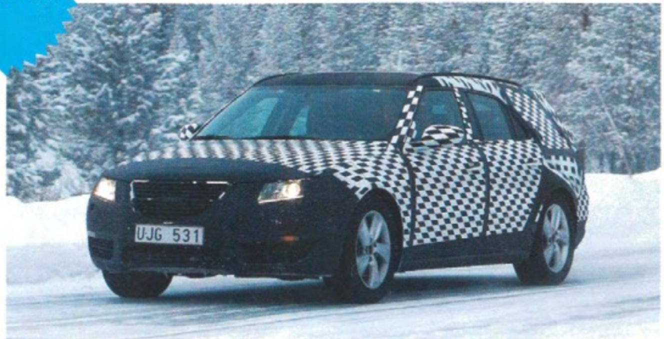


Gotcha!



### Drop-top Camaro

IF THE CHEVY CAMARO DOES MAKE IT TO AUSTRALIAN SHOWROOMS, HERE'S HOPING THIS SOFT-TOP VERSION WILL JOIN THE COUPE, SO WE'LL BE ABLE TO CATCH SOME RAYS WHILE ROCKING OUT TO THE TUNE OF ITS 6.2-LITRE LS3 V8. ITS DUE FOR A MID-2010 US LAUNCH, AND ENGINEERS RECKON THE COMMODORE-BASED CHASSIS IS SUPER-STIFF, EVEN WITHOUT A ROOF.



### Saab 9-5 Estate

JUST WHEN IT LOOKED AS IF SAAB HAD GASPED ITS LAST BREATH, A LAST-MINUTE DEAL TO SELL THE TROUBLED SWEDISH COMPANY TO DUTCH SPORTS CAR MAKER SPYKER FOR $84 MILLION APPEARS TO HAVE BEEN FINALISED. THE NEW 9-5 (ABOVE), HOWEVER, WAS DEVELOPED UNDER THE GM UMBRELLA AND IS UNDERPINNED BY OPEL INSIGNIA MECHANICALS.

ALL PICS: LEHMANN PHOTO-SYNDICATION

www.volkswagen.com.au

College St
N XW 02Y
Hugs tight corners and award judges.

**Volkswagen Golf**
***Wheels* magazine Car of the Year 2009.**

Das Auto.

NUMBER CRUNCHER

**12** **MILLION** Official number of registered cars on Australian roads in 2009

**81,217** **NUMBER** of articulated trucks on Australian roads (up 22 percent since 2004)

**1.1 billion: Estimated total number of cars and trucks on the road in the world today**

▶ JOHN CADOGAN

# Thirtydays

10 must-know morsels from this month

Ford Motor Company
MEET THE ALL-NEW 2011 FORD FIESTA
FORD YEAR END SALES EVENT
www.ford.com
Search
Options
Keyboard
Mute

## 1 Insurance addition: 1+1=3

**Here's a shock: insurance companies are apparently ripping us off. Over the past year some car premiums have increased by up to 10 times the rate of inflation. Greenslips are up as much as 14 percent, despite inflation rising just 1.3 percent. Comprehensive insurance premiums are up five percent, yet crash rates are down six percent. Analysts claim the increased costs are used to prop up insurers' poor sharemarket performances.**

## 2 Green revenger?

The Revenge Verde was a highlight of a fairly drab Detroit show, and you can have yours with supercharged GM or Ford V8 grunt. But the company also offers a 'revolutionary Hp2g Hybrid V8' powertrain. Check the claimed stats: 300kW, 2.8L/100km using E85 and 0-100 in 3.5sec. Erm, that's more accelerative than a Lamborghini Gallardo, less powerful than an HSV and more frugal than a Fiesta Econetic. And it's all thanks to ceramic magnets, carbonfibre 12V batteries and some form of voodoo, presumably. Ah, takes us back to the good old days of Peter Brock's Energy Polarizer...

## 4 Tweets on the fly

Ford enters the digital domain

Ford's new MyFord Touch car/driver 'interface' will allow car owners to download 'apps' similar to the iPhone's. But Ford's system is voice-controlled, and one so-hot-right-now app is the new 'Open Beak' program, which voice-synthesizes your incoming tweets from the Twitter network as you drive. Gen Y will be thrilled. And distracted. And cocky. And...

## 3 A fine mess

**A Ferrari Testarossa-punting Swedish millionaire has lifted the bar for speeding fines. A $312K wallop was handed down when the court found "[he] ignored traffic rules with a powerful vehicle out of a pure desire for speed". How fast? 137km/h in an 80 zone. The amount is double the previous record (slapped on a Zurich Porsche owner in 2008), and is calculated on the owner's net worth.**

## 5 Dead to rights

A 'dead' Indian man 'killed' during a Christmas Day car crash has surprised medical examiners and his own relatives by waking up ... during his autopsy. (Presumably, he awoke fairly early in the post-mortem examination.) According to India's *Orissa Sambad* newspaper, Manas Deos was critically injured in the crash and later – but prematurely – pronounced dead. He's presently recovering in (a different) hospital. History repeating? In 2007 a Venezuelan man was pronounced dead after a car crash. When doctors cut into his face (autopsy, step one) it bled. Alarming stuff, since cadavers shouldn't typically do that. So they desisted.

**9.7** YEARS The average age of cars in service for 2009

**15.8** PERCENT Percentage increase in the total number of vehicles on Aussie roads since 2004

**624** THOUSAND Number of motorcycles on Australian roads (up 57.5 percent since 2004)

**64:** number of kilometres the Chevrolet Volt can travel on electric-only power

▼ SAY WHAT?

## The Volt is still better than not taking any steps in that direction

TESLA MOTORS BOSS, ELON MUSK DAMNING GM'S EXTENDED-RANGE EV WITH FAINT PRAISE

## ⑥ Dial 1-800-anti-hoon

A Lambo Gallardo is the latest supercar to be seized in WA under anti-hoon laws. It was impounded after an alleged 160km/h joyride by – wait for it – the mechanic servicing it. Its confiscation didn't overjoy the owner, Dr Patrick Nugawela, who was initially advised by WA Police Minister, Rob Johnson either to sue the mechanic or rent a car and bill it to the workshop, because there was no way he'd grant its early release. The good doc viewed this as sentencing without fair trial and in the face of a threatened compensation claim, Mr Johnson backflipped. He then told reporters that selecting reverse in this case hadn't undermined the credibility of the government's anti-hoon legislation. Sorry, credibility?

## ⑦ Nobility rises

**Legendary Brit supercar designer Lee Noble (progenitor of the Noble M12, among others) is back in the saddle after parting ways with the company that still bears his name, Noble Automotive. Noble's company – Fenix Automotive – plans to have a new, bargain supercar strangely similar to the Noble M15 (but which Noble says "owes nothing to what I've done before") up and running later this year. The first prototype is already being built. The car will weigh 1200kg and be powered by a 360kW LS3 GM V8, so it'll offer supercar-spec performance – and a better power-to-weight ratio than a Ferrari F430 – all for about $130K. Target annual production: 70 units.**

## ⑧ In the drink

A 1925 Bugatti Brescia dunked in a Swiss lake 73 years ago (pictured above) is expected to fetch $150,000 at auction in Paris, even though less than 20 percent of the vehicle is reusable for restoration and the cost of building a replica is roughly the same as restoration. The 1.5-litre four-cylinder Type 22 was slipped into the drink quietly in 1937 (at much less than its top speed of 160km/h) when its owner got sick of being pestered by Swiss customs officials for the import duty. It was found by a diver in 1967 at a depth of 49 metres.

PIC: EMILIO FANO

## ⑨ Weapon 911

German super-tuner cracks 390km/h

The 911-based TR-1000 – you've probably never heard of it – recently approached escape velocity (or at least achieved 391.7km/h) under official scrutiny at Germany's Papenburg test track, to become the fastest 911 ever. Built – 'modified' is probably insufficient, with conversion costs topping $200k – by 9ff, and abetted by a titanium crank and rods, plus two massive turbos, the 3.6-litre flat six delivers 735kW and a mind-bending 1040Nm (which is 40 more than AMG's 6.0-litre V12). Acceleration? 0-100km/h in 3.2 seconds, 100-200 in 4.8, and 200-300 in 8.0. That's 0-300km/h in just 16 seconds ... or about the same total time as a quarter-mile in a Nissan Tiida. 9ff hopes to soon bust the 400km/h barrier off the back of unspecified aerodynamic optimisation.

## ⑩ Toyota hits brakes

**Fearful of damage done to its reputation by high-profile coverage of its runaway vehicles and the subsequent recall of almost four million cars and SUVs in the US, Toyota announced it will incorporate brake override software into all new models built in North America. This is in addition to shortening the accelerator pedals on recalled cars and replacing the floor mats. Toyota previously stated the unintended acceleration of some of its cars was caused by defective floor mats, but the software fix will shift the engine into idle if it detects the driver making unsuccessful brake applications – but this obviously protects only new Toyotas from running away.**

MOTORING SNAPSHOT

## South Africa

First sports car, the Protea, was produced in 1957; then Glass Sport Motors built small roadsters until 1964. Car production rose by 205,000 units between 2000 and '08, to 562,965. Cars imported to Oz and built in RSA include the BMW 3 Series, Ford Focus, Hummer H3, and VW Polo and Jetta.

**49** MILLION POPULATION

**1961** YEAR SOUTH AFRICA WAS DECLARED A REPUBLIC

**80%** OF THE POPULATION IDENTIFY AS CHRISTIANS

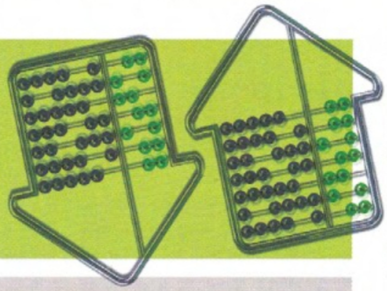
**FOUR** MAIN LANGUAGES SPOKEN: ENGLISH, ZULU, XHOSA AND AFRIKAANS

2009 WRAP

# MarketPlace

Total Oz car sales ↓ 7.4% on 2008

## 2009 out, not up



Volume of 88,708 was an all-time December record, but not enough to boost 2009 totals past the previous year – 937,328 total sales were 74,836 or 7.4% down on '08. Toyota retained market leadership for the seventh year running.

## Stretched marques

Hyundai put a big Korean footprint on 2009 sales – i30 sales doubled from '08, with the company's total sales up 39.2%. Aussies also warmed to Skoda, up 53.1%, and Audi sales leapt by 20.2%. French marques didn't fare so well, with Citroën (-40.7%), Renault (-24.8%) and Peugeot (-20.8%) the big losers.

## Fleet v private; hybrid v diesel

Point the finger at the rental market for 2009's decline, as Budget and Co bought 23.3% fewer passenger vehicles (coincidentally, Nissan Tiida sales fell 30%), while private sales were down 9.4% and business sales dropped 10.1%. Fleets swarmed to diesels (up 21.5%), while private buyers abandoned hybrids (down 49.5%).

## Commodore still No.1

The big Aussie six ain't dead yet. Commodore marked 14 years as Australia's top-selling car, and even though sales were down 13.1% on 2008, second-placed Corolla fared worse (down 18.6%), though Falcon only dropped by 2.9%. Cruze also performed strongly, considering it was on sale for only seven months.

# Numbers up

Tallying 2009

### PASSENGER VEHICLES

**540,562**

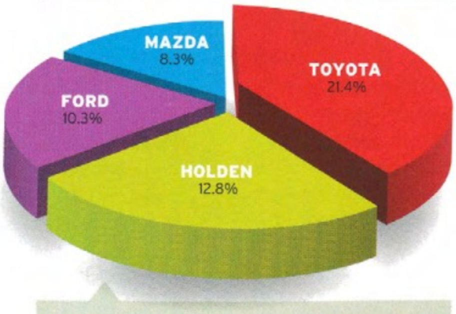
Total sales 2009

| | MODEL | SALES (2009) | SALES (2008) |
|---|---|---|---|
| 1. | **Holden Commodore** | **44,387** | **51,093** |
| 2. | **Toyota Corolla** | **39,013** | **47,901** |
| 3. | **Mazda 3** | **35,298** | **33,755** |
| 4. | **Ford Falcon** | **31,023** | **31,936** |
| 5. | **Hyundai i30** | **21,414** | **10,201** |
| 6. | **Mitsubishi Lancer** | **21,362** | **19,688** |
| 7. | **Toyota Camry** | **20,846** | **23,067** |
| 8. | **Hyundai Getz** | **19,643** | **17,256** |
| 9. | **Toyota Yaris** | **19,447** | **26,097** |
| 10. | **Toyota Aurion** | **13,910** | **19,562** |
| 11. | Subaru Forester | 13,753 | 14,423 |
| 12. | Mazda 2 | 13,335 | 15,797 |
| 13. | Toyota Prado | 13,180 | 14,725 |
| 14. | Toyota Kluger | 12,848 | 13,424 |
| 15. | Toyota RAV4 | 12,635 | 14,122 |
| 16. | Holden Cruze | 12,590 | n/a |
| 17. | Subaru Impreza | 12,268 | 11,607 |
| 18. | Volkswagen Golf | 12,141 | 11,632 |
| 19. | Suzuki Swift | 11,548 | 12,947 |
| 20. | Holden Captiva | 11,504 | 10,097 |

### TOTAL MARKET, WRAPPED

**937,328**

Total sales 2009



| | | | |
|---|---|---|---|
| Toyota | 200,991 | Suzuki | 20,298 |
| Holden | 119,568 | Kia | 19,407 |
| Ford | 96,501 | Mercedes | 19,000 |
| Mazda | 77,739 | BMW | 17,099 |
| Hyundai | 63,207 | Audi | 11,310 |
| Mitsubishi | 56,998 | Lexus | 5836 |
| Nissan | 52,901 | Peugeot | 5744 |
| Honda | 41,443 | Volvo | 4668 |
| Subaru | 36,506 | Jeep | 4193 |
| Volkswagen | 30,087 | Land Rover | 3813 |

*GRAPH REPRESENTS 52.8% OF TOTAL MARKET

The proper driveway.
HOME
TIMBER AND HARDWARE
The proper hardware store

Visit homehardware.com.au or call 1300 889 449.

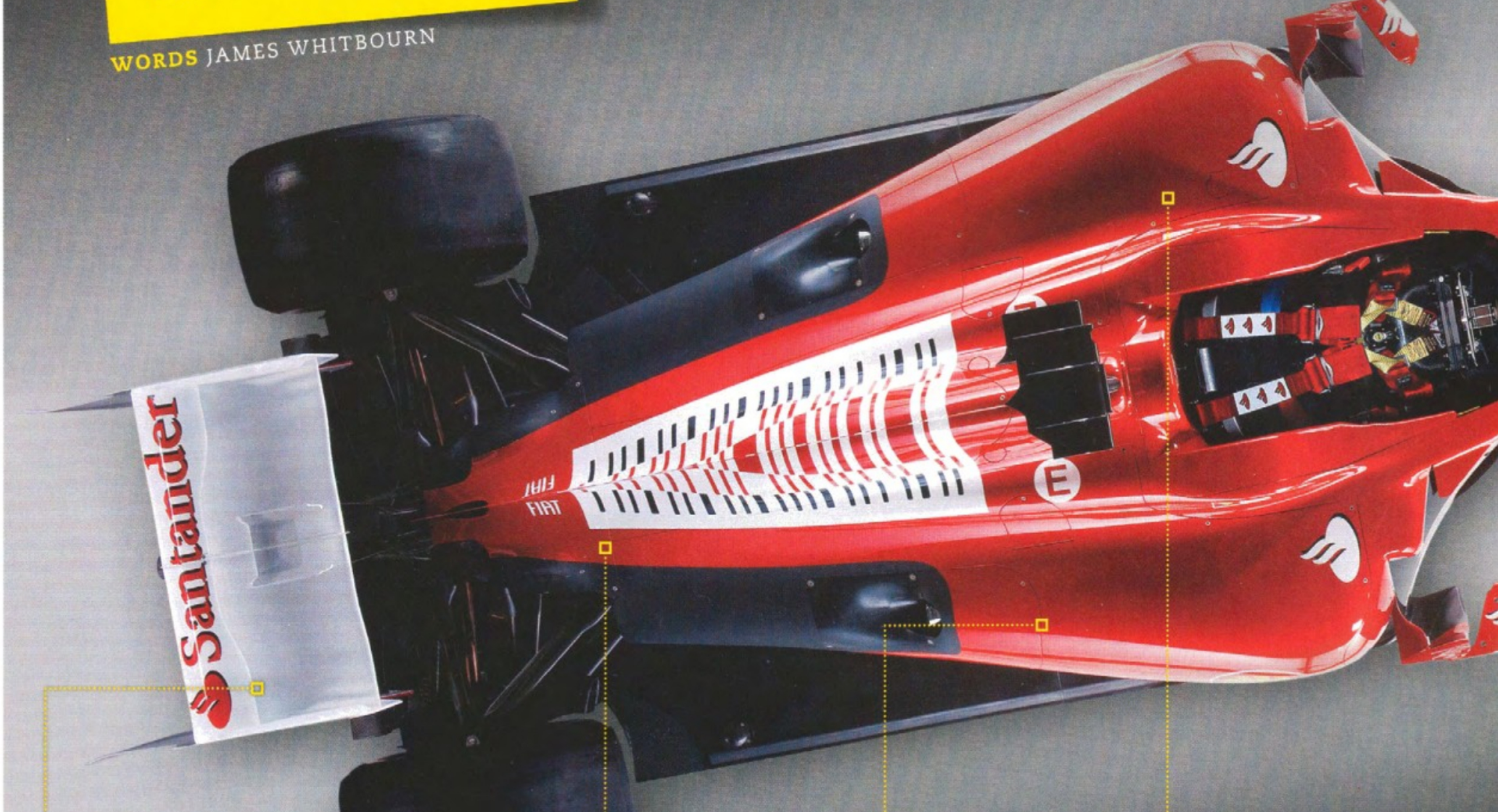
F1 2010 Guide

NOW F1'S WORTH WATCHING AGAIN, HERE'S WHEELS' GUIDE TO THE 61ST GRAND PRIX SEASON. BEST CRACK A FOSTER'S...

**WORDS** JAMES WHITBOURN

# The rule book

The 2009 GP season saw some of the biggest rule changes in decades. The result? Some bloody good racing. For 2010, the *Fédération Internationale de l'Automobile* seeks to refine the Formula



### WEIGHTING GAME

Minimum car weight is up from 605kg to 620 – this was to aid heavier drivers who used KERS and thus had less flexibility with ballast distribution. But KERS, it seems, has been given the boot (see right).

### HUBCAPS OFF

Cars are no longer allowed to run wheel covers. The benefits are that there is one less thing to go wrong during tyre changes, and as a potential aid to overtaking by making the airflow behind cars less turbulent.

### TESTING TIMES

Teams are allowed six rather than eight days of straight-line aero testing per season. They will also have the option of substituting these days for four hours of wind tunnel testing with a full-scale (rather than the normal 60 percent-scale) model.

### DROP TANKS

Refuelling during the race is banned for the first time since 1993. Fuel tank size grows from around 80 litres to approximately 250, and the additional weight and changed weight distribution will bring a new focus on tyre and brake conservation. And car set-up becomes more important than ever. To accommodate the larger tank, cars run longer wheelbases and wider rear bodywork.

### KERS-PLUNK

The controversial kinetic energy recovery system (KERS) has lost favour for 2010 due to poor uptake in '09 and pressure from FIA to cut costs. KERS isn't, however, banned in the regulations. The system works by capturing kinetic energy otherwise wasted to heat in the brakes, and storing it in a battery, supercapacitor, or flywheel. Drivers can redeploy this stored energy at a rate of 61kW as a 'boost' that lasts a maximum of 6sec a lap.

### POINTS SYSTEM

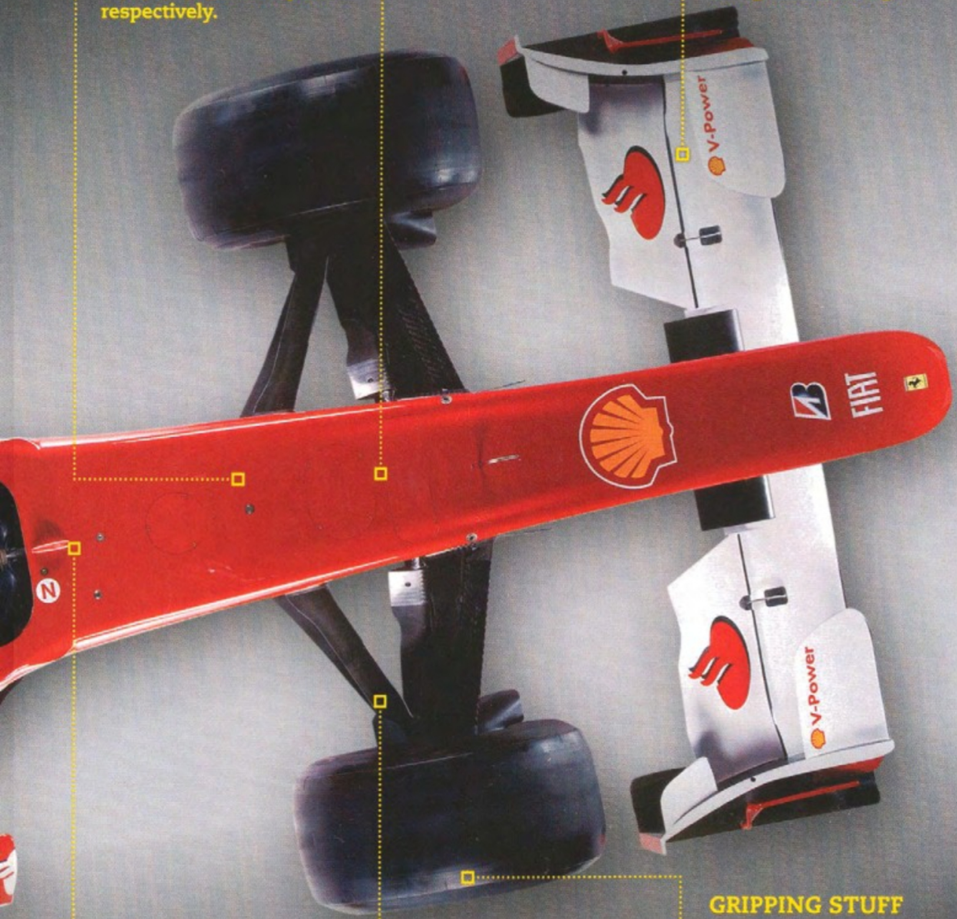
Previously, the top eight drivers scored 10, 8, 6, 5, 4, 3, 2 and 1 point respectively. This season, however, the top 10 finishers score points. The change has been introduced as a result of the expanded grid. Under the new system, the winner scores 25 points, with 20 and 15 awarded for second and third places. The next seven finishers will score 10, 8, 6, 5, 3, 2 and 1 point respectively.

### GRIDS GROW

Maximum grid size has increased from 24 to 26 cars (13 teams) and qualifying changes to accommodate the extra cars. Eight cars drop out of the first qualifying session, eight from the second and 10 cars will shoot-out for pole in the third session, which is run with low fuel.

### HOT-SHOE IN

If a team substitutes one of its drivers with a driver who hasn't raced in F1 in the two previous calendar years, one day of track testing is now allowed on an approved circuit not being used for a GP in the current season. This is to avoid a situation as in 2009, when Jaime Alguersuari made his F1 debut with Toro Rosso having only previously driven an F1 car in straight-line testing.



### BIG SPENDERS

A proposed budget cap of £40m (A$70m) that would have seen teams opting to take up the cap being allowed greater technical freedom, together with unlimited testing, has been abandoned after strong resistance from teams and threats of an F1 offshoot series. However, F1 management will provide financial support to new teams. Assistance will consist of £6.25m (A$11m) along with transportation of two chassis and 10,000kg of components and equipment to each race.

### WINGS 'N' THINGS

The aerodynamic regulation changes that made last year's cars look so dramatically different to 2008's remain in place. Introduced to decrease reliance on aero downforce and increase mechanical grip (therefore making the racing closer), changes included lower, wider front wings and higher, narrower rear wings. Bodywork remains heavily regulated, effectively banning aero add-ons. Front and rear wings are to be homologated and the number of aerodynamic updates during the season is restricted.

### GRIPPING STUFF

When slick tyres returned in 2009 (after being banned since '98) tyre size remained unchanged, which meant, in terms of contact area, the fronts gained proportionally more grip than the rears. Front tyre width is now reduced from 270mm to 245 to improve front:rear grip balance. Of the four tyre compounds available for dry races, teams are allocated only two compounds of tyre per race, with the softer compound identified by a green sidewall stripe. Two wet weather tyres are also available: intermediate (wet) and wet (extreme weather). Without the need to refuel, pitstops could be as short as four seconds.

ADVERTISING FEATURE

HOME TIMBER AND HARDWARE

The proper hardware store

BENCH TEST

WORX CORDLESS DRILL 18V

When you're working, efficiency and power are the key! With one of the most efficient motors on the market and the world's most compact Ni-Cd Battery pack, you can confidently discard cumbersome extension cords without sacrificing run time or power! With the WORX 18V Cordless Drill - You've Got The Power!

PRODUCT FEATURES

| | Features & Benefits |
|---|---|
| Power | 2 x 1.5AH batteries → For long working time |
| Speed | Variable - 2 Speed → Greater control |
| Function | Forward & reverse → For all screwing applications |
| Case | Heavy duty carry case → Handy storage |
| Handle | Soft Grip → Greater user comfort |
| Torque | 50Nm, 24 settings → Massive torque for all the screwing and drilling application you will ever need |

SPECIFICATIONS

| | |
|---|---|
| Volts | 18V |
| No-load speed | 0-350 / 0-1300 / Min |
| Chuck capacity | 13mm keyless chuck |
| Drilling Capacity | 13mm steel/35mm wood |
| Machine weight | 2.3kg |
| Charge time | 1 hour for fast recharge |
| Model | WX165 |

To find your local Home Timber and Hardware store call 1300 889 449 or visit www.homehardware.com.au

F1 FACTOIDS

At 200 km/h, the wings of an F1 car generate more than a tonne of downforce – enough for it to theoretically run upside-down on the ceiling of a tunnel.

**The highest top speed recorded during a Grand Prix was when Antonio Pizzonia's Williams-BMW was clocked at 369.9km/h during the 2004 Italian GP.**

A current Formula One car accelerates from zero to 100 km/h in about 2.75sec. Prior to 2008, with traction control, that time was 2.5 seconds.

# Grid locked

The ins, the outs, the movers and the stayers

IN

## Michael Schumacher

Asked about his hopes for his F1 comeback, Schumacher replied with his own question: "What do you expect? I have won it seven times. I'm now with the team that won both titles last year. We have on top Mercedes as a partner and team owner. So you cannot expect anything else than to go for the world championship, and that's what we're aiming for." Seems confident, then.

IN

## Bruno Senna

Bruno returns the Senna family name to Formula One 16 years after his uncle – three-time World Champion Ayrton Senna – was killed during the 1994 San Marino Grand Prix. Following his uncle's death, the 26-year-old's motor racing career was put on hold for a decade. Now, fresh from seasons in Formula Three and GP2 racing, he joins the new Campos Meta team for his F1 debut.

IN

## Nico Hülkenberg

Straight from winning the 2009 GP2 Championship, 22-year-old German driver Nico Hülkenberg is set for his 2010 F1 debut with Williams. Hülkenberg has seen success in Formula BMW, A1GP, and Formula Three, and his manager Willi Weber says he reminds him of a young Schumacher. He'd know; he's also Schumi's long-time manager.

OUT

## Kimi Räikkönen

The Finnish ace who once said, "What I do in my private life doesn't make me drive any slower," after a late-night bender at a London, erm, gentlemen's club, takes a year off from Formula One in 2010. Räikkönen will drive for the Citroën Junior Team in 12 of the 13 rounds of the 2010 World Rally Championship in a Red Bull-sponsored Citroën C4.

MOVER

## Jenson Button

Fresh from 2009 Drivers' Championship glory, Jenson Button appears to have completed the transformation from "Playboy" to pillar of society: witness his 2010 MBE for services to motorsport. The 30-year-old climbs from his Brawn seat, inking a three-year deal with McLaren, alongside fellow Brit Lewis Hamilton.

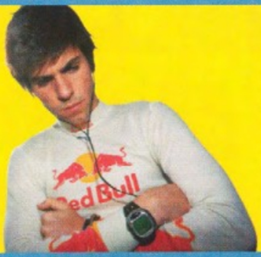
STAYER

## Mark Webber

The successful Red Bull Racing pairing of Mark Webber and Sebastian Vettel remains for 2010. The team had its best results in 2009 with six wins and four one-twos, including Webber's German Grand Prix victory – his first, and Oz's first since 1981 – and his follow-up win at the 2009 Brazilian GP. The test driver line-up is all-Australasian, too, comprising young Kiwi Brendon Hartley and 20-year-old WA lad Daniel Ricciardo.

**Juan Pablo Montoya recorded the highest average speed ever in F1 with his 262.4km/h lap of Monza during pre-qualifying in 2004.**

Jaime Alguersuari is the youngest driver to start a World Championship Grand Prix. He made his debut for Toro Rosso in Hungary in 2009 aged 19 years and 126 days.



**Michael Schumacher is the most loyal F1 driver ever, driving 180 Grands Prix for Ferrari between 1996 and 2006. Kiwi race driver Chris Amon is the least loyal, driving for 11 different teams between 1963 and 1976.**

The fuel consumption of a current F1 car is around 75 litres per 100km

# Teams and drivers

**VODAFONE McLAREN MERCEDES**
**MP4-25/MERCEDES**
1 Jenson Button (Britain)
2 Lewis Hamilton (Britain)

**MERCEDES GP PETRONAS**
**MGP W01/MERCEDES**
3 Michael Schumacher (Germany)
4 Nico Rosberg (Germany)

**RED BULL RACING**
**RB6/RENAULT**
5 Sebastian Vettel (Germany)
6 Mark Webber (Australia)

**SCUDERIA FERRARI MARLBORO**
**F10/FERRARI**
7 Felipe Massa (Brazil)
8 Fernando Alonso (Spain)

**AT&T WILLIAMS**
**FW32/COSWORTH**
9 Rubens Barrichello (Brazil)
10 Nico Hülkenberg (Germany)

**RENAULT F1 TEAM**
**R30/RENAULT**
11 Robert Kubica (Poland)
12 Vitaly Petrov (Russia)

**FORCE INDIA F1 TEAM**
**VJM03/MERCEDES**
14 Adrian Sutil (Germany)
15 Vitantonio Liuzzi (Italy)

**SCUDERIA TORRO ROSSO**
**STR5/FERRARI**
16 Sébastien Buemi (Switzerland)
17 Jaime Alguersuari (Spain)

**LOTUS F1 RACING**
**TBA/COSWORTH**
18 Jarno Trulli (Italy)
19 Heikki Kovalainen (Finland)

**CAMPOS META 1**
**TBA/COSWORTH**
20 TBA
21 Bruno Senna (Brazil)

**US F1 TEAM**
**TYPE 1/COSWORTH**
22 José María López (Argentina)
23 TBA

**VIRGIN RACING**
**VR-01/COSWORTH**
24 Timo Glock (Germany)
25 Lucas di Grassi (Brazil)

**BMW SAUBER F1 TEAM**
**C29/FERRARI**
26 Pedro de la Rosa (Spain)
27 Kamui Kobayashi (Japan)

# Calendar

**MARCH 14 Bahrain Grand Prix, Bahrain International Circuit, Sakhir**

**MARCH 28 Australian Grand Prix, Albert Park Grand Prix Circuit, Melbourne**

**APRIL 4 Malaysian Grand Prix, Sepang International Circuit, Kuala Lumpur**

**APRIL 18 Chinese Grand Prix, Shanghai International Circuit, Shanghai**

**MAY 9 Spanish Grand Prix, Circuit de Catalunya, Catalunya**

**MAY 16 Monaco Grand Prix, Circuit de Monaco, Monte Carlo**

**MAY 30 Turkish Grand Prix, Istanbul Park, Istanbul**

**JUNE 13 Canadian Grand Prix, Circuit Gilles Villeneuve, Montreal**

**JUNE 27 European Grand Prix, Valencia Street Circuit, Valencia**

**JULY 11 British Grand Prix, Silverstone Circuit, Silverstone**

**JULY 25 German Grand Prix, Hockenheimring, Hockenheim**

**AUGUST 1 Hungarian Grand Prix, Hungaroring, Budapest**

**AUGUST 29 Belgian Grand Prix, Circuit de Spa-Francorchamps, Spa**

**SEPTEMBER 12 Italian Grand Prix, Autodromo Nazionale Monza, Monza**

**SEPTEMBER 26 Singapore Grand Prix, Marina Bay Street Circuit, Singapore**

**OCTOBER 10 Japanese Grand Prix, Suzuka Circuit, Suzuka**

**OCTOBER 24 Korean Grand Prix, Korean International Circuit, Yeongam**

**NOVEMBER 7 Brazilian Grand Prix, Autódromo José Carlos Pace, São Paulo**

**NOVEMBER 14 Abu Dhabi Grand Prix, Yas Marina Circuit, Yas Island**

The Canadian Grand Prix returns in 2010 after being dropped last year. Officials will, as usual, trap and relocate groundhogs living around the circuit before the GP.

The British GP was due to move from Silverstone to Donington in 2010, but the owners of Donington failed to raise the required funds. Silverstone has since negotiated to host the GP for the next 17 years.

The Japanese GP was planned to return to Fuji Speedway for 2010, as part of a year-on-year rotation with Suzuka. Fuji owner Toyota, however, has abandoned plans for Fuji to hold the race, citing the GFC.

South Korea is to make its first appearance on the F1 calendar under the name Korean Grand Prix, with a race at the Korean International Circuit in Yeongam.

# Subscribe to

## And receive two bonus issues!

**SUBSCRIBE OR RENEW TO WHEELS,**
**Australia's premier monthly car magazine, and for just $89.95 you'll receive:**

- 14 issues of your favourite motoring magazine for the price of 12!
- FREE delivery to your door
- NO PRICE RISES during your subscription period
- The gift that lasts all year long

**INTERNET** www.magshop.com.au/wheels
**MAIL** Magshop, Reply Paid 4967, NSW 2001
**CALL** 136 116 & quote M103WHE

wheels
14 ISSUES FOR THE PRICE OF 12!
WORTH $37K Accord Euro Win our reigning Car of the Year
FIRST DRIVE Mugen Type R Honda goes hardcore with samurai-sharp Civic
wheels JANUARY 2010
Featuring HSV GTS Jaguar XFR Audi R8 BMW M3 Benz SLS AMG Ferrari 458 Italia
V8 Rumble! 50 thundering pages of Prius-pulverising bent-eight muscle
09 Car of the Year The hatch that stopped Godzilla
wheels FEBRUARY 2010
BLOWN 5.0L V8
FPV'S SUPERCHARGED Phase5
Three hot V8s spearhead power war!
307kW XR8
335kW GT
375kW GT-HO
27

# Subscribe to wheels and save

☐ Yes! Please register my subscription to ***Wheels*** magazine today!

☐ this subscription is a gift ☐ this subscription is for me

☐ 1 year (12 issues PLUS 2 free) $89.95 – SAVE $17.45
☐ 1 year New Zealand A$116.65
☐ 1 year Overseas A$132.55

**MY DETAILS**

Mrs/Ms/Miss/Mr First Name: ______
Address ______
______
Suburb ______ State ______ Postcode ______
Daytime phone ( ) ______
Email (optional*) ______

**PLEASE SEND A GIFT SUBSCRIPTION TO**

Mrs/Ms/Miss/Mr First Name: ______
Address ______
______
Suburb ______ State ______ Postcode ______
Daytime phone ( ) ______
Email (optional*) ______

**MY PAYMENT DETAILS**

I enclose my cheque/money order for $ ______
(payable to Magshop)

**IT'S EASY TO ORDER**
**TO SUBSCRIBE VIA CREDIT CARD OR PAYPAL**

Visit: www.magshop.com.au/wheels
Call: 136 116 and quote M103WHE

To subscribe by cheque, complete this coupon and send along with your cheque to:
Magshop, Reply Paid 4967, Sydney NSW 2001

*If you don't want your information provided to any organisation associated with this promotion, please indicate this clearly at the time of subscription. For terms and conditions and ACP's Privacy Notice, see the reader information page in this issue or visit www.magshop.com.au/wheels. Valid in Australia only until 17 March 2010. The promoter is ACP Magazines Ltd (ABN 18 053 273 546).

Offers ends 17 March 2010 – M103WHE

**MAIL TO: MAGSHOP, Reply Paid 4967, NSW 2001**
(no stamp required if posted in Australia).

adma
direct marketing code compliant
M103WHE

# Inbox

Keep it short & sweet (no more than 200 words) or we'll cut out the good bits. And don't forget to include your postal address, or suburb if by email

▶ LETTER OF THE MONTH

EMAIL: WHEELS@ACPMAGAZINES.COM.AU FAX: (02) 9263 9702

## CALL 911

As a longtime *Wheels* reader, I can safely say I've read some good stories over the years. But there is something about your '911 Around Australia' series that makes me sad and happy at the same time. It's hard to explain why.

The series reminded me of the original reason for a road trip – to explore and do something you wouldn't do normally – and that the destination isn't really important. The writing often brought a smile and a tear to my eye, and the photos took my breath away.

This is one set of stories I'm going to remember long after the winner of COTY 2009 (sorry, Volkswagen)!

I guess I just want to say thanks for reminding me about the real reason we drive: it's about the journey.

**Heath Carruthers, Wyoming, NSW**

*Glad you liked the series, Heath. Like you, we're about enjoying the journey as much as appreciating the car. The fact we were able to cut a lap of this incredible land in such an impressive machine was a bonus.*

"Thanks for reminding me about the real reason we drive: it's about the journey."

wheels
CAR OF THE YEAR
20
09

MAKE
MINE
O-NINE

## COTY ROCKS

Yet again, *Wheels* has outdone itself with an excellent COTY issue. It was fantastic reading, and Golf VI looks to be a worthy winner. What a shame, then, that P-platers in NSW are prohibited from driving a petrol-engined Golf VI unless they apply for an exemption and pay a $26 fee. Why? Because all engines in the Golf VI range are turbocharged.

RTA – you're a bloody idiot!

I was also interested to look back at the 2004 COTY decision, to understand why Golf V didn't win, especially considering it has been much lauded ever since. Turns out, value was the main area where Golf V fell over, and it's pleasing to see, five years later, Golf VI has only seen price rises of between $500-$900 across the range, offset by some specification improvements.

A more obvious deficiency of Golf V, however, was that there was no GTI in the range – it arrived six months later. How much influence did the GTI have in the decision to make Golf VI the 2009 COTY?

Which brings me to 'What a shame' number two: the Mk VI GTI isn't a true track day special since the 'ESP off' button merely disables the traction control and leaves ESP activating just when the driver is searching for a bit of slip angle.

**Bryan Shedden, Albion Park, NSW**

*The GTI may not be perfect but it's still a helluva car and its ESP does not intervene excessively in normal, spirited driving. The breadth and depth of the entire range secured Golf's victory.*

## COTY SUCKS

I'm a motorcyclist and car enthusiast who, having not bought a car magazine for nearly five years, picked up a copy of *Wheels* to see how the COTY battle went. My goodness, what a boring life you boys must lead.

As proved by COTY, your magazine sells so many copies not because it's entertaining or interesting writing, but because you appeal to the common denominator.

Jeez, the COTY finalists were a shitty lot, weren't they? With the exception of the GT-R, 370Z, GTI and E63 AMG, you guys must've had a spectacularly dull time testing those pearls.

Kia Cerato or Sorento for Car of the Year? Holden Cruze? Or how about the winner, the entire Golf range. How is an entire range the Car of the Year? Pick one, idiots.

**Simon Jedreski, North Geelong, VIC**

*So nice to hear from you after all this time, Simon, but you seem to have us confused with another award, as since the early 1970s* Wheels *COTY has been awarded to an entire model range, not an individual model. Guess we just prefer the common touch.*

"How much influence did GTI have in the decision to make Golf the 2009 COTY?"

## Write & win

Tap a note and send it in

Our LOM winner, Heath, can keep the tunes pumping on a road trip, with this Motormonkey in-car charger for an iPod or mobile phone. RRP is $39.99 from David Jones stores, 1800 800 703 or www.simms.com.au

POST: GPO BOX 4088 SYDNEY NSW 2001

PERTH TO DARWIN
911 around Australia
Robbo slides behind the wheel for leg two of our continent-looping epic, blasting up the west coast and into the Northern Territory, dodging grey nomads and clearing out the cobwebs
the Porsche in fourth for a couple of kays until my eyes focus on the near-vertical tacho needle

## COTY CHUCKLES

Tim Blair's intro to the COTY awards is the most humorous and smartly written piece of motoring journalism I've read for a long time. Congratulations!

Suggest you publish more of his reportage and auto-political insights. Reading COTY awards is usually as dreary as waiting for big surf at Noosa. Not this time: I laughed out loud!

**Craig McGregor, Byron Bay, NSW**

*Pleased that you enjoyed Tim's contribution to the COTY debate, Craig. Seeing how you're such a fan, we've unleashed the beast again on page 42.*

## SO LONG SAAB

Congratulations GM, you did it. You managed to systematically destroy the only global premium brand in your stable – Saab.

Two decades of ineptitude and sheer incompetence has robbed the automotive world of one of its iconic brands. Like killer rust at work, we watched Saab slowly corrode through GM's reluctance to invest in the brand and help it maintain its unique appeal.

GM, being the constipated and catatonic corporate enigma it is, failed to appreciate the special brand it had and type of cars its intelligent customers yearned for. Rick Wagoner should be steam rolled by a Hummer; and as for the acclaimed Bob Lutz … how did he ever think that pasting a Saab nose on a Subaru WRX and calling it a 9-2 was going to create volume in the critical US market?

However, there were some "good" Saab projects in the pipeline – new 9-5 based on the GM/Fiat alliance that we could have had six years ago, three-door Sportwagon based on the 9X concept car, as well as a real sporty SUV – only for GM to snuff these out so it could divert funds to prop up cancer-stricken domestic brands like Oldsmobile.

It is Saab dealers I feel most sorry for. They were told to invest in their facilities and be ready for the wave of new Saabs that were promised, starting with the all-new 9-3 of 2003. Promises were cancelled and Saab dealers were left deflated.

It doesn't matter what happens to Saab from here on … whether Spyker's bid is approved or some rich Russian or opulent Arab stumps up the cash. Saab is dead. The customers who once cherished its cars have gone, the dealers who once proudly sold its cars have been burnt. No sum of money can buy back the faith people once had in the remarkable Swedish brand.

**Paul, via email**

*GM's attempts to offload Saab have thrown up more twists than a Tom Clancy novel, with the latest being that Dutch sports car maker Spyker now owns the idiosyncratic marque. Here's hoping Spyker make a better fist of it than GM ever did.*

> "Like killer rust at work, we watched Saab slowly corrode through GM's reluctance to invest in the brand"

## BIRDSVILLE A BUST

Your Birdsville stunt backfired out here in reader real world, gents. BMW and *Wheels,* please do not subject readers to drivel like this ever again. Phil from Mungerannie Homestead was a polite bush gentleman when he assessed you blokes as dickheads.

It was obvious from the first sentence that you were going to kill that car. The whole exercise was an act of city smartarse stupidity, ignorance and automotive vandalism; a waste of space in the magazine. Readers would rather a real test. Want to go to the Birdsville races in city style? Do the article on the Audi Q5 and compare it to the X3. Tell us how to prepare a soft-roader to do this type of travel.

Travel in the bush is serious. It will always end in tears, or worse,

## Your mag by demand!

Tell us what you want *Wheels* to test, who to interview, which cars to compare, where to drive.

**Email: wheels@acpmagazines.com.au**
**Fax: (02) 9263 9702**
**Post: GPO Box 4088 Sydney NSW 2001**

DO-IT-YOURSELF EDITOR

Here's your chance to temporarily bump Bulmer out of the big chair. Drop us a line, telling us how you'd run the show. Easy.

without the correct equipment and back-up. Over the years, I've come across countless ignorant and unprepared travellers stranded and hurt in the bush, most of them in their own, or hire cars – not in a loaner from BMW.

Please don't trivialise outback travel because you'll only encourage other idiots to try it.

BMW, you should know better. It was terrible marketing and you deserve the recovery bill.

**David, Dubbo, NSW**

*Lighten up, David. Long before there were 4WDs and SUVs and politically-correct critics telling people where they can and cannot go, Aussies drove all over the outback in two-wheel-drives far less capable than a 7 Series. They still do, as evidenced by the laden Commodore sedan that passed our crew after their unfortunate mishap, which we assure you was not scripted. This, and the fact we had an SUV along with us throughout the drive ensured that no-one was ever in any danger of "doing a perish".*

> "This motor has moved a nation for decades. How could the Holden 5.0-litre not get a mention?"

### PATRIOT GAMES

I noticed something really wrong in your January 2010 issue. Byron Mathioudakis has failed to include one of the grandest V8s ever to grace our ears, cars and our hearts: the Holden 5.0-litre.

From the carb-fed throbbing monster in early Brock Commodores to the sweet injected-eights of the VN series and right up to the VT Series I, this motor has moved a nation for decades. How could this guy be allowed to print his 'Eight V8s' article without a mention of the iconic Australian V8?

The VN Group A with its twin throttle-body was possibly one of the best-sounding Holden and V8 engines of all time.

Byron has written a flawed article that needs rectification and reconciliation on a national scale to amend the fatal error he has made.

**Steve Kuruc, via email**

*We love our Aussie V8s, too, Steve. But, Byron's article looked at engines from '… the modern era of V8 glory'. The earliest bent eight featured was Bee-Em's E39 M5 powerplant from 1998 – pretty much a spring chicken compared with Holden's venerable 5.0-litre, which in real terms dates back to the late-sixties HK Monaro.*

5000 INJECTION

**5.0**
Grand

### BORING!

*Wheels* magazine is boring. Change it. If I wanted superficial crap, I'd buy *Top Gear Australia* magazine. I wonder every month whether I should cancel my subscription (which I've cherished since 2005) but I read on in vain hope that the quality improves.

Road stories are boring. 'Fifty Greatest' is boring. A road test should analyse every aspect of a vehicle. Avoid wasting text describing location and irrelevant incidents that didn't involve the car. Reporting should be succinct and on topic; don't tell us about pie prices, staff antics or inside jokes.

Some *Wheels* magazines that I've collected from the '80s, '90s and '00s show a gradual decline in the intelligence of your reporting. Where the magazine was once an insightful and quality journal of definitive opinion, last November it took an abrupt turn for the worse. I've re-read the review a few times and I don't know if the Subaru Outback has a pleasant ride quality, but I feel sorry for the 100 lonely folk at Hill End.

I must say, the photography has improved leaps and bounds and the magazine finally looks eight-ish bucks worth.

It's time Australia had a motoring magazine equal to the best overseas publications.

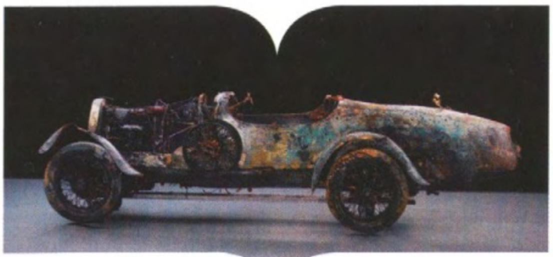
**Triss Krix, via email**

*Err… sorry…We'll try harder to be more insightful and less like* Top Gear. *Promise.*

### ELEGANT ORIGINAL

John Carey was indeed smokin' when he proposed in his column (*Wheels*, February) that the original design is generally the best as it's the purest form of the designer's vision. I agree, as subsequent models often deteriorate from the original concept.

Occasionally this situation differs; VR Commodore is certainly



a better looker than a VN. However, it would be hard to argue that the VZ is an improvement over the VT.

John mentioned the best-looking VE Commodore was the red Omega. Well, just go and walk around its big brother, my car: a black WM Caprice V8. It has the sculptured standard 18in wheels in its pumped arches, menacing deeper grille than the VE (or Statesman), and the skirts blend in, as do the four pipes out the back. The profile theme of the VE is excellent around the C-pillar but my Caprice takes its elegance to a new level. Well done the Aussie design team! It may not be quite naked but it's great to look at and sit in … and the experience is a whole lot cheaper than the Euros.

**Mike Riordan, Campsie, NSW**

## EURO STAR

Robbo asked in the Our Garage section (*Wheels*, January) for feedback from Honda Accord Euro owners. Well, I have a 2008 Luxury auto in which I noted the occasional engine knock. I mentioned this to my Honda dealer at the 10,000km service and the knock sensor was replaced under warranty. I haven't heard a peep from the engine since, and there's been no loss of performance or economy, either.

I've just completed a 10-day, 3400km return trip from Gympie to Batemans Bay with my three children and a packed boot. The car performed brilliantly. I never felt sore after a long stint behind the wheel and my eldest daughter loved the audio system. I agree the engine lacks low-end torque (particularly under load) although it has plenty of go once you drop a cog or two, and I never had a problem overtaking. The VTEC system obviously does its job well. Over the trip, I averaged 8.6L/100km, which I consider excellent.

I have driven or owned a VT Commodore, EL Falcon, several Magnas, and my last car was a Mitsubishi 380. My Accord Euro is the pick of the lot. I'm very pleased with my purchase, and Honda's attention to detail and its dealer service has been first rate. I believe the Euro was a deserving winner of your 2007 COTY award.

**Gerard Clarke, Brisbane, QLD**

> "On a 10-day, 3400km trip with three kids and a packed boot, I got 8.6L/100km"

Formulated to work as hard as you do
3-IN-ONE professional
White Lithium Grease
Silicone Spray Lubricant
Cleaner & Degreaser
Garage Door Lube
Tool Cleaner
NEW

The 3-IN-ONE Professional team of expert products helps you with a range of specialised heavy-duty uses. Tool Cleaner quickly removes grease, oil, dirt and dust without messy residue. Try the others in the range:

- WHITE LITHIUM GREASE is a lubricant which reduces friction, and protects against rust
- SILICONE SPRAY LUBRICANT is a quick-drying formula for corrosion protection
- CLEANER & DEGREASER is for cleaning of grease, dirt and grime
- GARAGE DOOR LUBE for smooth running garage door systems

3-IN-ONE® professional

WD-40 COMPANY
Another great range of products brought to you by the WD-40 Company
wd40.com.au

amba10222/wm

# Robbo

PETER ROBINSON

DURING COTY TESTING, I REALISED THE ONE DYNAMIC QUALITY THAT LINKED THE THREE KOREANS WAS THE UTTER INADEQUACY OF THEIR STEERING. WHATEVER THEIR OTHER VIRTUES, THE HOLDEN CRUZE AND KIA'S SORENTO AND CERATO ARE LIMITED BY A VAGUENESS OF STEERING THAT AMOUNTS TO A NEAR TOTAL DISCONNECTION WITH THE ROAD.

Hyundai, especially, may have made huge dynamic progress with its local testing, but steering remains the one largely untouched area.

I mentioned this flaw during a recent conversation with one of Hyundai's local engineers, a bloke with a rich background in motorsport and a true understanding of what makes a car great. He nodded and recounted the following anecdote: On a recent visit to Korea, my new friend was asked by his masters, "What do we need to do to improve our cars?"

Instead of listing a raft of detail changes to suspension bushes, steering racks and chassis tuning, my source simply told them, "You need to teach your engineers to drive."

Not just drive, as in crawling through Seoul's endless traffic, but properly *drive*. Even that is an advance on a dozen years ago when, on his first visit to Korea, John Carey reckons many of the Hyundai chassis engineers he met didn't even own a driver's licence.

> Many of the Hyundai chassis engineers he met didn't even own a driver's licence

"They don't understand the difference between driving a car and operating a motor vehicle," explains my informant. "There is no culture of motorsport in Korea, nowhere for them to learn to drive. The engineers need to feel the car through their bums, but rallying is virtually unknown. What they should do is water down the R&D centre's skid pan, throw them a 3 Series and teach them how to drive via the throttle."

The cultural chasm means that instead of the dramatic shots of Ferraris, WRXs, HSVs and FPVs at the limit, which you find in Holden and Ford offices, the Korean engineers' computer screen-savers feature landscapes, or scantily clad pretty girls.

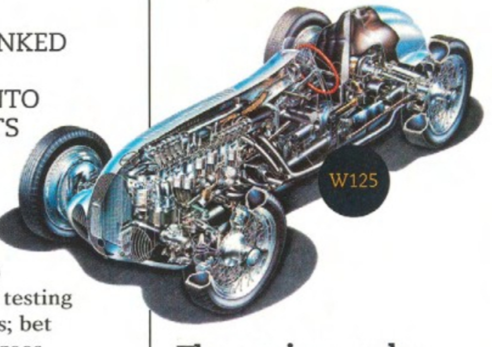
It is a massive handicap.

Holden top gun chassis engineers Rob Trubiani and Michael Barber rally in their spare time and are exceptionally talented wheelmen, well schooled in the art of evaluating chassis tuning. Both turned up on the first day of *Wheels* Car of the Year testing to try a few of the hot-hatches (and others; bet they tried the GT-R). Knowing the Cruze goes local next year, read into that what you will, but I suspect, at the very least, much improved steering responses.

Ford Australia has Alex de Vlugt and Stephan Presser, among others, who crafted the Falcon to today's dynamic highs.

The FIA calendar for 2010 lists a Korea F1 Grand Prix. Maybe this will kickstart motorsport on the peninsula and eventually lead to – yes, it's drawing a long bow – cars that appeal to enthusiasts.

LICENCE TO LEARN
L2
R2
MODE



## The engineer who ran with Fangio

Development engineers don't come better credentialed than Rudi Uhlenhaut. The urbane, London-born engineer was responsible for the 1930s Mercedes-Benz W125 and W154 Grand Prix cars, the original 300SL gullwing and the design of the W196 GP car. He could, and did, run with Fangio and Moss in the W196, but never raced. The bloke was simply too valuable to Mercedes for the car-maker to allow him to risk an accident.

Don't gamble with your vehicle this Summer!
BEAT THE HEAT!
Call now to arrange an air conditioning system check or re-gas*
Nip into Natrad
131RAD 723
WHEELS-NAT-BTH-1209

***Nip into Natrad*** for quality radiator and air conditioning repairs backed by a nationwide warranty. Don't risk damaging your vehicle with inferior replacements. **Trust a specialist.**

www.natrad.com.au
Natrad®
Radiators & Auto Air

*at selected Arktick licensed franchises.

# Smokin'

JOHN CAREY

TINY TWO- AND THREE-CYLINDER ENGINES ARE UNDER DEVELOPMENT ACROSS EUROPE. IN FRANCE, GERMANY AND ITALY, MAINSTREAM MANUFACTURERS ARE PREPARING A NEW WAVE OF TWINS AND TRIPLES, THE FIRST OF THEM SCHEDULED FOR PRODUCTION THIS YEAR. IT'S A TREND THAT'S SIGNIFICANT.

These engines are destined for big-selling models in the B-segment, a category that covers close to 40 percent of sales in Europe, as well as smaller sub-B cars. But it's not just downsizing that's behind it…

Fiat is leading the charge. Its 900cc twin, codenamed SGE, is scheduled to launch – in the 500 – this September. It's the first clean-sheet design to utilise the Italian company's super-smart Multiair variable valve timing and lift tech, which does a similar job to BMW's more complex and expensive Valvetronic system, but more simply and cheaply. This extremely compact engine will be built in both naturally aspirated and turbo versions. Outputs are said to be 48kW for the atmo and 62kW for the turbo in the first-generation SGE engines for the 500, but Fiat insiders whisper that up to 88kW is possible, with perfect reliability, from a high-boost version of the turbo twin.

> Tiny engines are destined for big-selling models. And not just for downsizing

Citroën has announced that it will have a brand-new three-cylinder petrol engine ready for the C3 by 2012. With Citroën owned by PSA, it's certain that the group's other brand, Peugeot, will introduce the same engine around the same time. Executives remain tight-lipped about the triple's capacity, but drop hints that 1.2 litres is a good bet. Regardless of size, sub-4.0L/100km fuel consumption and sub-100g/km carbon dioxide emissions are promised.

Volkswagen's project is perhaps the most interesting. The German giant is working on an 800cc two-cylinder turbo-diesel which, if European media reports are accurate, will be seen first in the 2011 Up. Somewhat smaller than Polo, this city car will be a lightweight – a target of 700kg is rumoured – and very aerodynamic. Up's engine is effectively half VW's current 1.6-litre TDI. It won't be remarkably powerful, but it doesn't need to be…

The Up's drivetrain was previewed at last September's Frankfurt motor show. It appeared in the L1 concept (a very aerodynamic tandem two-seater), and VW clearly signalled its intention to put it into production. Thing is, the L1 is a hybrid, with a 10kW electric motor sandwiched between the teensy turbo-diesel and its seven-speed DSG transmission.

And VW isn't the only company thinking this way. Citroën's product development boss, Thomas d'Haussy, admits that future hybridisation is one of the reasons for moving to a triple (the company has a 1.1-litre four in current production). For a given capacity, a three-cylinder engine will be shorter than a four. In transverse front-engine layouts this frees valuable room in the engine bay. And d'Haussy assumes other manufacturers, presumably including Fiat, are thinking along similar lines.

Add it all up, and the conclusion is inescapable; petrol-electric and diesel-electric hybrids are going to be a mainstream choice in Europe around halfway through the 20-teens.

SUPER • SUPER • SUPER

### Charge of the prancing horse

According to Italian monthly *Quattroruote*, Ferrari is to unveil a hybrid version of the 599 at the Geneva motor show in March (see p20). Although it will be labelled a 'concept', Maranello has made no secret that it's working on hybrid tech for its production cars. Improved performance and a reduction of about 35 percent in city fuel consumption (from 27L/100km!) is claimed for the lithium-ion battery-equipped system.

CAS0353WHE
New Formulation
Castrol
EDGE
Sport
0W-40
5L

## CASTROL EDGE.
## OUR BEST FOR PERFORMANCE UNDER EXTREMES.

"Football takes me many places where performance is important, but I'm prepared for them, just like Castol EDGE. It's proven to perform, even under the most extreme conditions."

**Cristiano Ronaldo**
FIFA World Player of the Year 2008

IT'S MORE THAN JUST OIL.
IT'S LIQUID ENGINEERING.

Castrol

# Bullet Guest

TIM BLAIR

*** WE WERE STANDING NEXT TO THE PITLANE EXIT IN 1996 AS F1 MACHINES ROLLED ON TO THE ALBERT PARK GRAND PRIX CIRCUIT FOR THE VERY FIRST TIME. THE CARS, STILL WARMING UP, ACCELERATED CAUTIOUSLY.**

One of them moved a little too cautiously. Right in front of us, Johnny Herbert's Sauber-Ford almost stalled, so the driver hit the clutch and throttle simultaneously. Hard.

Ten normally-aspirated pistons immediately spun the crankshaft through more revolutions than Latin America. Then Herbert again hit the throttle hard to peel away.

I don't mean to exaggerate, but only someone like Tsutomu Yamaguchi (who survived the WWII atomic bombing of Hiroshima only to be nuked again days later after returning home to Nagasaki) could appreciate the force of this event.

We – a bunch of F1 newbies, mostly, standing three metres from this sonic assault – were physically jolted backwards.

"That's a perforation," said one startled woman, head down in shock and with both hands on one ear as Herbert howled away. Others, previously only entertained by the spectacle of F1 in Melbourne, now exchanged the anxious looks you see in pubs when an argument reaches the imminent-punching stage. This wasn't mere fun anymore. This was serious.

Of course, it was also brilliant. I bet that everyone in that little group has since returned to Albert Park.

Sound has addictive qualities. The sound of high-rpm engines, particularly so. There's probably some primal reason for it. A few years ago, when F1 cars ran solo qualifying laps, someone described the sound of those cars on their slow-down laps as being "like a wounded animal returning to its lair".

Great line, but it still doesn't explain the attraction. If I wanted to hear wounded animals, I'd drill more breathing holes into the basement. Anyway, let's just agree that sound is one powerful F1 lure and leave the matter alone.

Except that, well, F1 is presently disinclined to leave anything alone.

Recent rule changes extend from a return to slick tyres last year to a ban on refuelling and a new points system this year. Give them a few years more and we'll get grid positions determined by horoscope. This is mostly just harmless dicking around by the same geniuses who brought you green-friendly, race-wrecking KERS power boosting (abandoned after just one season) and shovel-fronted cars that appear wider than they are long, but follow the trend lines in F1 and one creepy theme keeps emerging.

Future F1 powerplants, according to a broad consensus among people who talk of such things, will be small, perhaps below 1.0-litre in capacity. They will most likely be restricted to four cylinders, in a bid to make them more "road relevant". And they will be … turbocharged.

And not just to get more power from tiny cylinders. Motor racing authorities anticipate that government-enforced noise limits will soon end the thus-far uninterrupted era of the rowdy-as-you-like F1 engine. That's why exhaust-fed turbos are attractive to these theorists – because they essentially function as rotating mufflers, they reduce decibels as they add horses.

'Reduce' may be the wrong word. What turbos do is distort and mutate sound. They crush it. People get nostalgic about F1's last turbo-dominated era, from 1983 to '88, what with all the 1100kW qualifying engines and lag so massive drivers would accelerate for Silverstone while still competing at Monaco, but did you ever hear those things?

Honestly, you'd rather listen to ABC morning radio. The droning, the smothering uniformity, the uneven power delivery … but enough about the ABC. Turbos, in sonic terms, are toxic.

Worse still, they're a gateway technology to an even more insidious device: the racing turbo-diesel. There's no point asking if you've ever heard the Le Mans-winning diesel Audis and Peugeots, because nobody ever has, including the people who have driven them.

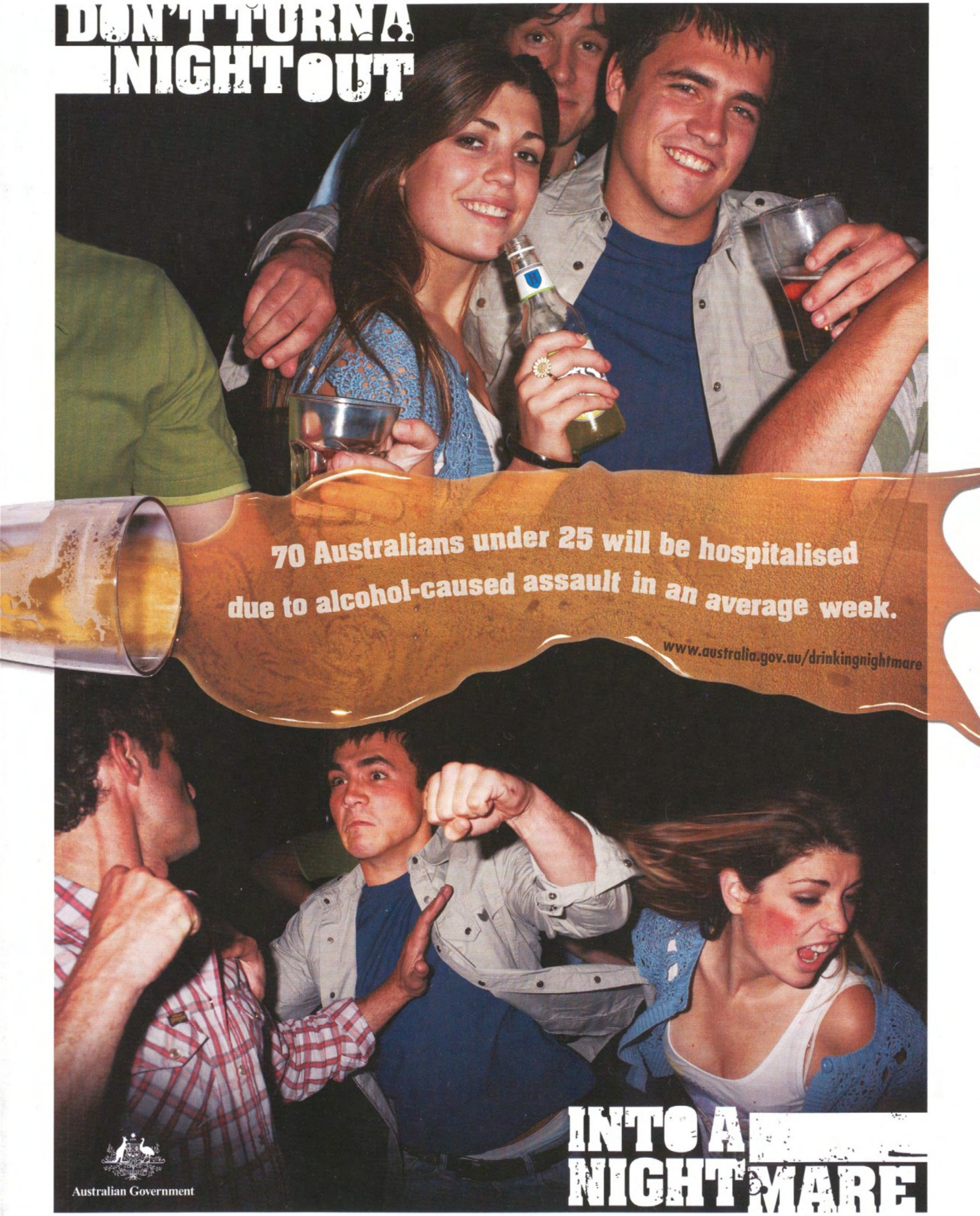
If Johnny Herbert had been driving a Sauber-Cummins that day in Melbourne, he'd have saved some tympanic membranes but lost many fans. F1 must live loud or die.

*Tim Blair is a political columnist and newspaper writer for News Limited. And, of course, he loves cars. Michael Stahl returns next month … honest*

## Sounding off

Blair's got a point about turbos diluting an engine's song, but where would we be without them? No Group B rally monsters, Nissan GT-Rs … or Daihatsu Copens.

Advertisement


DON'T TURN A NIGHT OUT
INTO A NIGHTMARE
Australian Government

70 Australians under 25 will be hospitalised due to alcohol-caused assault in an average week.

www.australia.gov.au/drinkingnightmare

Authorised by the Australian Government, Capital Hill, Canberra.

performax
INTERNATIONAL

**WORDS** GLENN BUTLER **PHOTOS** DEAN SUMMERS

# Right Hook

Holden won't import the thunderous Chevy Camaro (yet), but in this exclusive first Aussie drive courtesy of Queensland-based Performax, we're able to unleash the wild horses of a bona-fide Pony Car

performax
INTERNATIONAL
SS

CAMARO GRIPS BETTER THAN AN HSV GTS, BUT THE TRANSITION FROM GRIP TO SLIP ISN'T QUITE SO PREDICTABLE

STOP!

DO NOT flick to the final paragraph to read the conclusion. Yes, this is the exclusive first Australian drive of a right-hook Chevrolet Camaro, the closest thing Aussie fans have to the much-lamented Monaro. Given this, and the fact GM vice president Bob Lutz recently declared a right hook Camaro was most definitely on the cards, you're understandably eager to get the *Wheels* verdict. So allow me to save your fingers a walk by declaring right here and now that the Camaro is without peer in the world of Zeta-based performance cars. Better than an SS V; better than a Clubsport; better than a GTS; better. Full stop.

We knew the Australian-designed and developed Zeta platform beneath the VE Commodore was good, but now, having driven a car developed from the ground up with the focus on performance as opposed to practicality, we realise it borders on greatness. So good, in fact, that it makes you wonder just how much better a VE-based Monaro, designed and engineered in Australia by Australians for Australians might have been? Sadly, that question is unlikely to ever be answered, but at least this right-hook Camaro provides solace.

I wasn't even a twinkle in my father's eye when the original Chevrolet Camaro made its world debut in September 1966. But I was front and centre when the fifth and latest iteration of Chevrolet's iconic Pony Car galloped into Detroit's Cobo Hall on January 6, 2006, to steal the thunder at that year's North American International Auto Show.

At the time, 'old' GM was staggering through the global economic storm like a punch-drunk heavyweight in the final round of a fight it had already lost. Into this climate Chevy rolled out the bold Camaro concept, driving it through the show crowds for maximum impact. The perenially-tanned Bob Lutz sat behind the wheel, dipping the clutch and punching the throttle with cherubic delight; his grin growing wider with every revolution of the 6.0-litre V8 and every cheer from the parochial American audience.

At the time, the little green Al Gore on my left shoulder thought this new concept car an apt poster-boy for America's myopic malaise; instead of boldly stepping into an enviro-future, GM was grasping vainly for a reborn pony car to ride to redemption. But on the other shoulder, the little red fellow with horns and a GT stripe down his back didn't give a fig. The unabashed car enthusiast in me wanted to shoulder Lutz out of the Camaro and race the rev limiter to the horizon. Today, four years later, I finally get that opportunity.

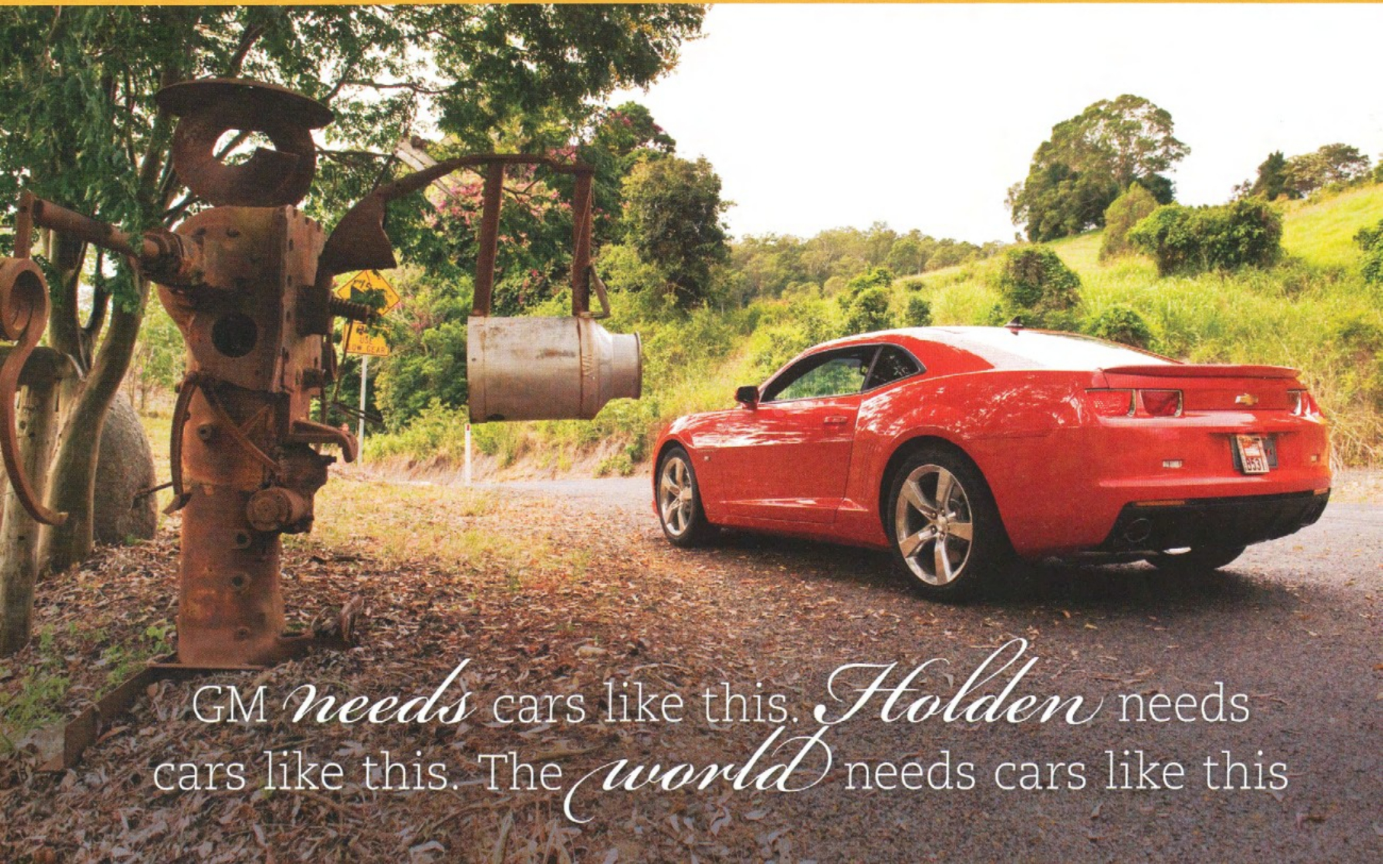
*Wheels* is in Queensland to drive the first road-ready, right-hook Chevrolet Camaro in Australia. And no thanks to Holden. GM's Australian subsidiary is yet to publicly commit to the Camaro (see breakout, page 50), which leaves a window of opportunity for aftermarket companies skilled in RHD conversions, like Performax International, which supplied the car you see here.

As soon as I lay eyes on the big coupe, glinting in the blazing Queensland sunshine, I remember my Al Gore moment and realise I was wrong. GM needs cars like this. Holden needs cars like this. The *world* needs cars like this. The Camaro is bold, ballsy, and oozes self-belief.

The pony car's high bonnet and low roofline define the coupe's sharp silhouette and reduce the windscreen to a letterbox slot. At 4836mm from tip to tail, the Camaro is 152mm shorter than an HSV GTS, but 19mm wider and with a roof slammed a further 81mm closer to the Earth.

This particular version is a North American SS spec, top of the totem pole and powered by the same 6.2-litre LS3 V8 as our GTS. It lacks the GTS's bi-modal exhaust, so produces 7kW less, at 318kW, but with 569Nm on tap, it out-grunts the HSV by 19Nm. As with the GTS, the Camaro channels its mojo via a Tremec T6060 six-speed manual transmission, mated to a slightly taller 3.45:1 final drive.

SOME NIGGLING DETAILS ASIDE, CAMARO'S INTERIOR IS A FINE EFFORT. BUTLER'S BEARD, HOWEVER...

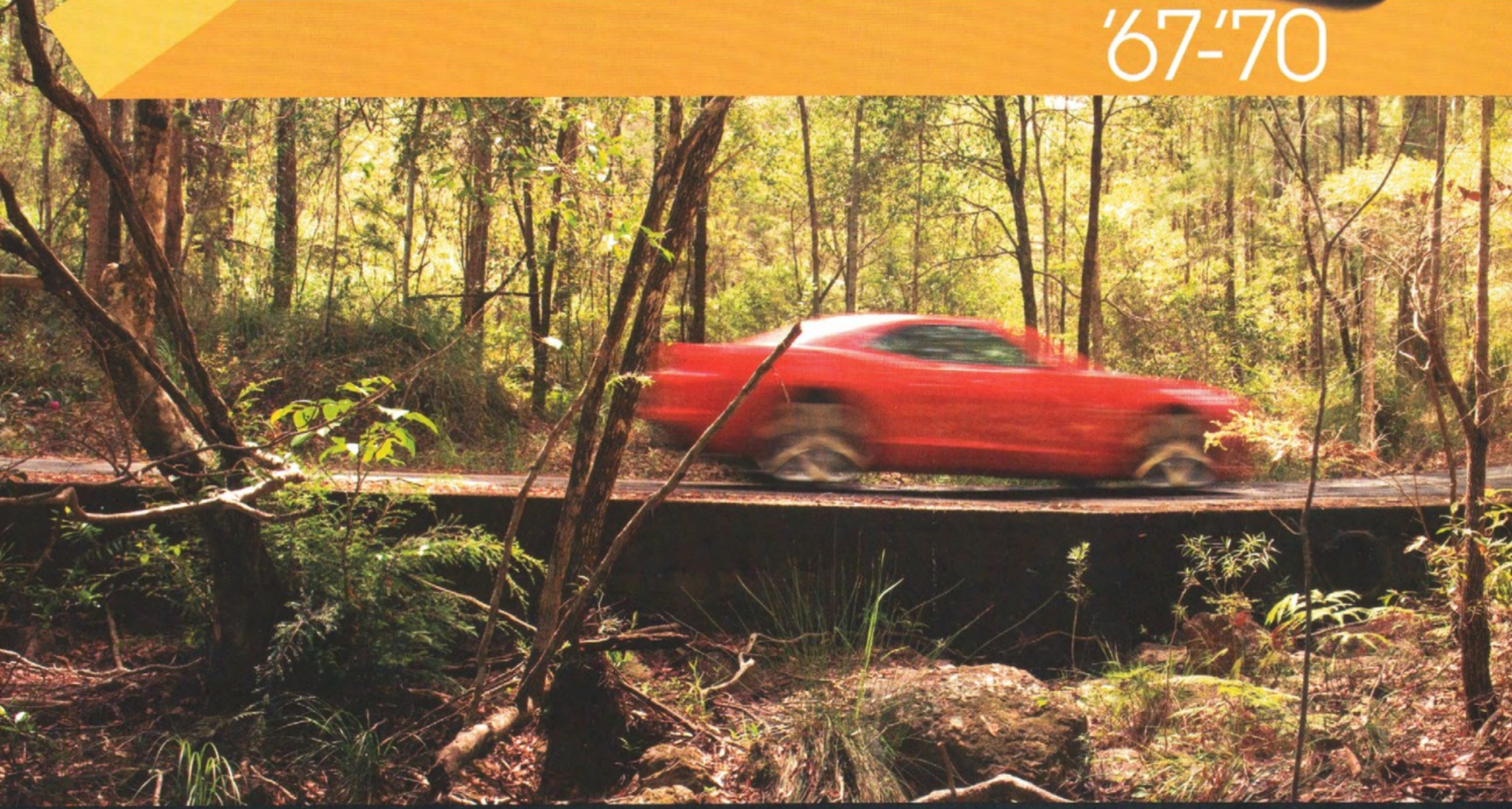


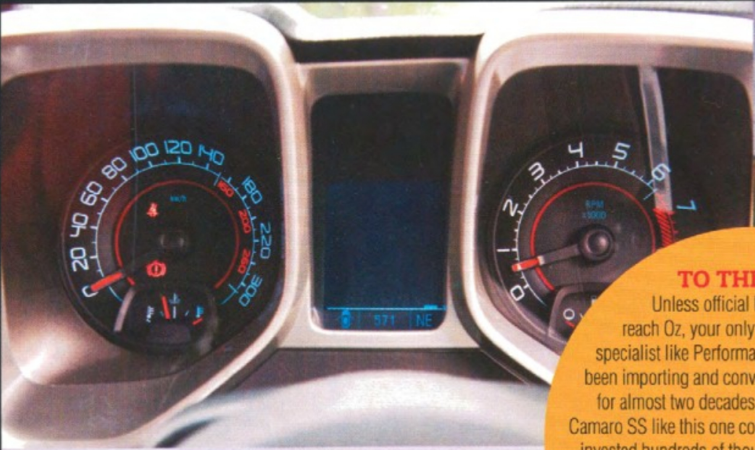
GM *needs* cars like this. *Holden* needs cars like this. The *world* needs cars like this

## THE GENERAL'S HORSES

When most Aussies think Camaro, they probably think of fat, nasty-sounding small-block V8s wrapped in butch, yet seductive Motown sheetmetal from the 1960s and '70s. First released in 1967 as a rival to the wildly successful Ford Mustang, this latest Camaro represents the fifth-generation of General Motors' muscle car dynasty.

'67-'70





### TO THE MAX

Unless official RHD Camaros reach Oz, your only option is to visit a specialist like Performax International. PI has been importing and converting American muscle for almost two decades. A turn-key converted Camaro SS like this one costs $140K. Performax has invested hundreds of thousands of dollars in R&D and machinery. The interior is stripped down and reinstalled, and a custom-made, injection-moulded dashboard (and various other custom-made components) fitted. Contact PI on (07) 5482 7833 or head to www.performaxinternational.com.au

'70-'81
'82-'92
'93-'02
'09→

That the Camaro weighs 88kg less than the GTS is cause for some delicious anticipation.

The other big difference? Well, this one's going to hurt, since Americans pay around US$34K to put a Camaro SS in their driveway. The one we're driving has a Boston premium sound system, Inferno Orange leather and those big black stripes, taking the ask to US$36,000, or about A$40,000. HSV's GTS is twice that, while settling this locally converted version in your driveway will cost close to $140K. Ouch!

Sliding into the deep leather bucket, I'm immediately aware of how low I'm sitting, and how high the dashboard and bonnet are. I can't see the road for at least a car-length in front. There's no seat-height adjust, either – that's on the passenger seat, which was the driver's seat in this originally-LHD car.

But despite the low roofline, headroom is decent. An exposed body-coloured swathe wraps across the dash, running from one door to the other. It's a nice touch and is further enhanced by a strip of subtle upper-edge mood lighting that looks super cool at night.

The steering wheel is classic American muscle-car: deep-dished and chunky, while the retro-inspired instrument binnacle houses a speedometer (Canadian-spec, so it's in km/h) on the left and tachometer on the right. Ancillary gauges for battery voltage, coolant, oil and transmission temps sit in a bank ahead of the gearlever and below the centre stack. All very *American Graffiti*.

That centre stack also betrays something about the economic turbulence GM was encountering as Camaro gestated from concept to production. Despite this being the top-spec model, there's no climate-control, just one dial graduating between hot and cold; a second for fan speed. Above that sit the stereo controls, topped by a monochrome display – the same one used in the Holden Cruze. Further investigation turns up the Cruze's indicator and wiper stalks, and its headlight dial. I know economy of scale across various model lines is vital these days, but still…

All thoughts of penny-pinching evaporate as the 6.2-litre V8 fires into life, settling down to a 700rpm idle that isn't quite Commodore-smooth. Every few seconds, the car shakes a little, as though straining to contain the explosive energy within.

A short transport stage brings the first of a number of surprises: the Camaro rides bloody well. It feels no firmer than a Commodore SS, and is almost as good at soaking up bumps. The steering is light, almost effortless, yet there's a softly transmitted feel for the road that makes me want to teleport instantly to the mountain stages and unleash the little red fella. The transmission's short-throw shift is generally good, but proves reluctant to slot cleanly on occasions.

Cruising at 100km/h in sixth the Camaro feels superbly relaxed, its tacho registering a lazy 1400rpm. There's a reasonable amount of road noise from the 20-inch Pirelli PZero rubber but that only helps to smother the boominess of the exhaust, which tends towards the irritating on long stretches. Fortunately, there's a solution readily at hand and slotting the shift back to fifth reveals a deeper, more attractive, bassy thrum.

I'm relieved to find there's none of the dreadful 'wafting' suspension Americans apparently demand in their cars. I'll only know for sure once we get serious, but the early signs are good. The Camaro feels sorted.

I'm also noticing a lot of traffic in orbit around us. Drivers match our speed so they and their passengers can ogle the hot orange coupe. One bloke mouths "cool car" as he rolls by; a teenage girl gives us the thumbs up; and the occupants of a V8 Commodore ute take a good, long look before flooring it into the distance. Knowing that Wallopers in the Sunshine State have become almost as zealous about revenue raising as their

### FACTORY FITTED?

While you can fork out $140K to buy a Performax-converted Camaro right now (or import a LHD version yourself and get PI to convert it, saving a fair chunk of money in the process), Holden reckons the chances of a factory RHD Camaro coming to Oz are pretty good. Turn to page 16 for the full story.

Victorian counterparts, I resist the urge to give chase, but only just.

Veering off the main road, we lose our orbiting satellites and warp into another world. Down through the gears; fourth then third then… fourth … what the? Try again. Second. Now the tacho's getting busy in the upper reaches of its 6600rpm range.

Throttle nailed, the Camaro kicks like a brumby, using every bit of grip available by its 275/30R20 rear rubber. There's little squat and only a slight lift of the nose as the LS3 unleashes its full force. The car thunders out of corners, its velocity escalating more ferociously than my memory says a GTS can. Indeed, this feels like a whole new level of Gen IV bent-eight fury, lending credence to Chevy's claim of a sub five-sec 0-100km/h.

Throttle response is excellent, with plenty of grunt from as little as 2500rpm, the engine displaying impressive immediacy and thrust. But it's only when revs climb above the mid-range that the engine note truly matches velocity, the 6.2-litre V8 sounds ever crisper and angrier as it nears redline.

The first of a series of sharp corners approaches and I'm hard on the four-piston Brembo brakes; the Camaro sheds speed, but not as quickly as I'd hoped. The test car has only 350km on its odo, however, so perhaps the brakes aren't yet bedded in. Either that, or it's under-braked. Or we're simply carrying too much speed into the corner.

Revelations and sensations clamour for attention. I turn in aggressively, and the Camaro cuts in crisply, the 245/35R20 front hoops biting hard into tarmac. The steering remains light, but there's excellent feel telegraphing what's happening at road level. The body begins to roll onto the outside tyres, but settles quickly without any dramas and the back end stays faithfully glued to its line. Have I gone in too slowly? More throttle, more speed. Still no complaint from the tyres. More throttle. *Bap-bap-bap-bap.* Rev limiter.

The road straightens, and I gather my breath. Phew. The car's grip is truly impressive; given that it wears the same Pirelli PZeros as the GTS, one assumes it's the combination of less weight and a lower centre of gravity that elevates the Camaro to a higher dynamic plane.

Despite the lack of Magnetic Ride Control dampers, the Camaro also manages the balance between compliance and competence beautifully. It feels marginally less composed over mid-corner bumps, but doesn't surrender front-end grip or deliver excessive kick-back through the steering wheel.

But the Camaro's rear end can't match the tactility of HSV's homegrown heavies; there's a degree of vagueness in the transition from grip to slide that's not as polished as we'd like. The end result is that the shorter-wheelbase Camaro is not as malleable on the limit as a GTS, but there's no denying it's still a helluva muscle car.

The Brembo brakes are a weakness (on this example at least); there's simply not the stopping power that there should be for a car of this performance, possibly due to slightly smaller (by 10mm) front discs over a standard HSV GTS package.

But with its stunning looks, storming performance and tenacious grip, it's fair to say that the Camaro is indeed the top dog (or should that be 'pony'?) of Zeta-based performance cars and a worthy successor to the Monaro. So come on Holden, extract the digit and stamp the Camaro's passport for a long-term stay Down Under.

**CHEVROLET CAMARO**
www.gm.com
**Body** steel, 2 doors, 4 seats
**Drivetrain** front engine (north-south), rear drive
**Engine** 6162cc V8, ohv, 16v
**Power** 318kW @ 5900rpm
**Torque** 569Nm @ 4600rpm
**Transmission** 6-speed manual
**Size l/w/h** 4836/1918/1376mm
**Wheelbase** 2852mm
**Weight** 1746kg
**0-100km/h** 4.9sec (estimated)
**Price** $140,000 (Performax International)

The Chev thunders out of *corners*, its *speed* escalating more quickly than my memory *says* a GTS can

# REAL PEOPLE
# REAL SERVICE
# REAL KNOW HOW

- ✓ Vehicle Servicing
- ✓ Log Book Servicing
- ✓ Mechanical Repairs
- ✓ Brake & Clutch
- ✓ Automotive Spare Parts

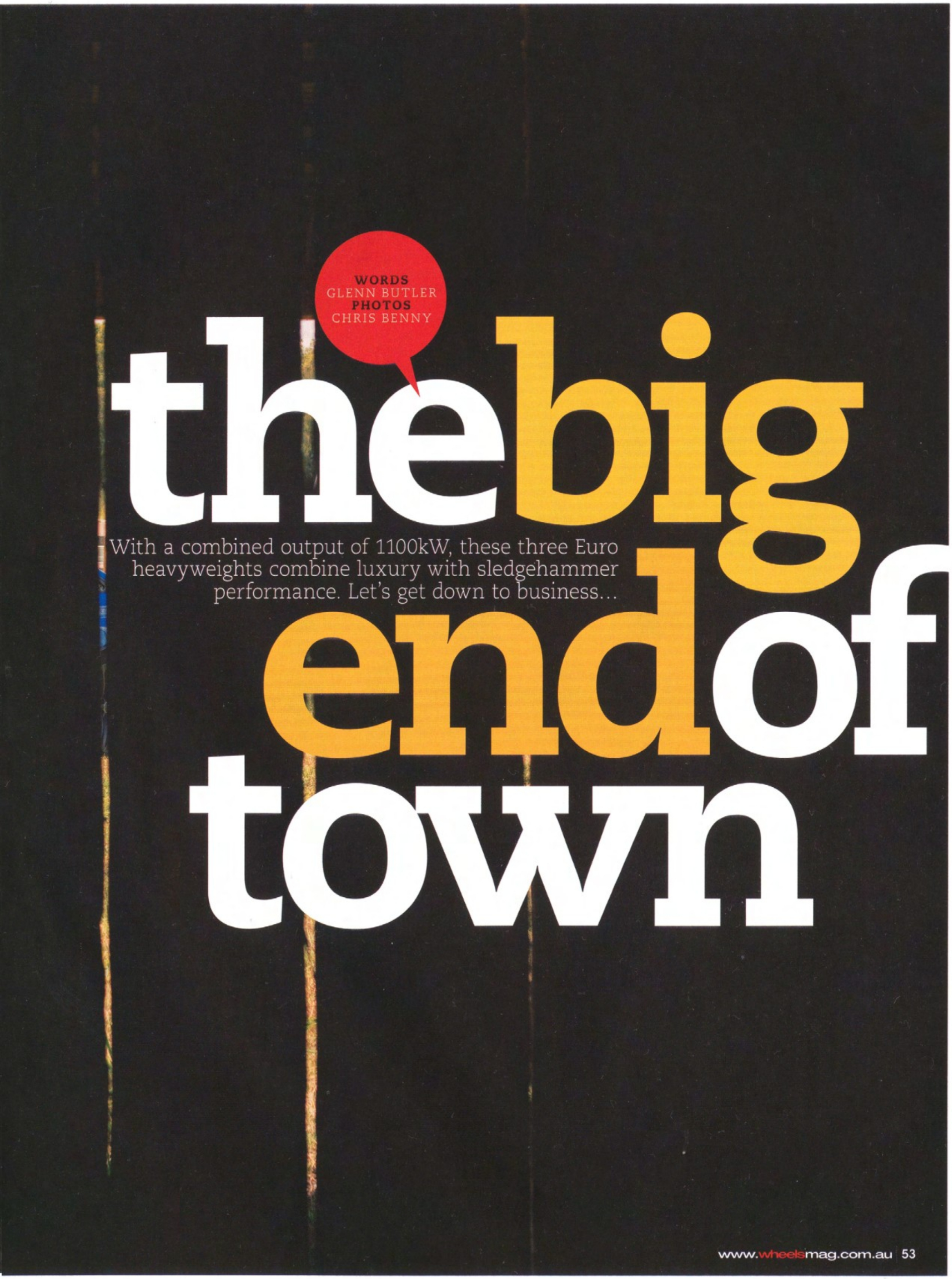
**For connection to your nearest ABS store call**

**1300 ABS AUTO**
**1300 227 288**

ABS

**www.absauto.com.au**

**Franchises also available**



**WORDS**
GLENN BUTLER
**PHOTOS**
CHRIS BENNY

# the big end of town

With a combined output of 1100kW, these three Euro heavyweights combine luxury with sledgehammer performance. Let's get down to business...

# Pssst.

Wanna get high? Forget illegal drugs. Forget winning the grand final. And forget the first – or last – time you got lucky. Power is the ultimate aphrodisiac, and have I got the power trip for you. It's not cheap, but it's worth it. Trust me, it doesn't get much better than this.

Think super sedans. Fast four doors. Ridiculously quick and with all the fancy trappings to make leaders of industry and power brokers salivate with anticipation. We've got three fearsomely potent four-doors that could shake the dead from their slumber. They're among the most powerful, most opulent four-seaters in Australia, and you won't have to tell the kids in the back to be quiet – they'll be mute with amazement as the world warps by.

Normally, you've got to be a CEO or a multi-millionaire to take this trip. It helps if you're a sports star, or you invented Facebook or Google, and have an insatiable lust for power in every facet of your life. Today, however, we're going to drive a mile in their cars. Quite a few miles.

In the *Wheels* world, these people don't bother with a chauffeur. Why work so hard and then pay someone else to have all the fun? But what to drive? A luxury car is not enough, though they most likely have one or two. A high-performance sports car, too, isn't enough, though they may even have a couple of those. These three cars – the Audi RS6, the Maserati Quattroporte Sport GT S and the Porsche Panamera Turbo – deliver a heady brew of both opulence and vigour.

These three executive sledgehammers are the automotive embodiment of power in all its forms. Their muscular flanks and aggressive stances exude visual power, their engines shake with physical power, and their exclusivity and stratospheric price tags advertise the considerable power of their owners. These three are the last word in four-door sports luxury.

The trigger for this three-way clash is the Porsche Panamera. This seriously quick sedan-cum-hatch is the fourth new car-line from Zuffenhausen in little more than a decade. The company that once rose and fell with the fortunes of the 911 now harvests just 20 percent of its sales from that rear-engined staple.

Making up the other two-thirds of our three-way drive to four-door heaven are the Audi RS6 and Maserati Quattroporte Sport GT S. Together this flotilla costs $1.1 million, has 1117kW and 1910Nm, and can blast to 100km/h in five seconds or less. It's the kind of comparo that makes *Wheels*' insurance man quake at the knees.

The Panamera is offered in three guises (S, 4S and Turbo), all with a 4.8-litre V8 up front. There are V6 and hybrid versions on the way, but even so the Panamera is not expected to be a volume seller for the brand. It has been positioned to complement the polarising yet lucrative Cayenne SUV, which is priced from $100K to $270K. The Panamera's current V8-only range starts at $265K and stretches to $365K for the Turbo model we're testing. That's the starting point; in typical Porsche fashion the options amount to an HSV Clubsport, and take the driveaway price north of $420,000.

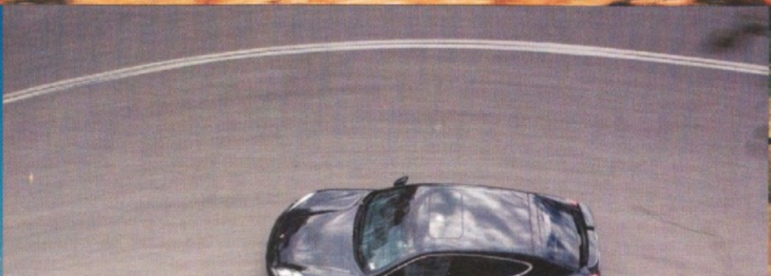
For that, the front-engine Panamera puts 368kW of twin-turbocharged V8 on tap, metered out to all four wheels through a cutting-edge PDK seven-speed double-clutch transmission. The Panamera Turbo will pamper you and three passengers in luxury unrivalled by any other Porsche, and protect you with the best safety and technology the factory has yet devised.

The Audi RS6 sedan is unique in this company because it's based on a more mundane volume model, the A6. But the RS makeover is all-encompassing. From its bespoke, muscular body panels to its rampant 426kW twin-turbocharged V10 engine, the RS6 is the most potent model

**MASERATI QUATTROPORTE SPORT GT S**

The recent addition to the Quattroporte range eschews multi-mode suspension for single-rate dampers, stiffer springs and a lower stance (10mm front, 25mm rear). It also gets 8kW extra via a new sports exhaust with twin tailpipes and a pneumatic valve to enhance the sound. The ZF's gearshift maps have been modified to cut shift time and hold gears longer in sports mode while reducing fuel consumption by a claimed nine percent in normal mode.

These three executive sledgehammers are the automotive embodiment of power in all its forms

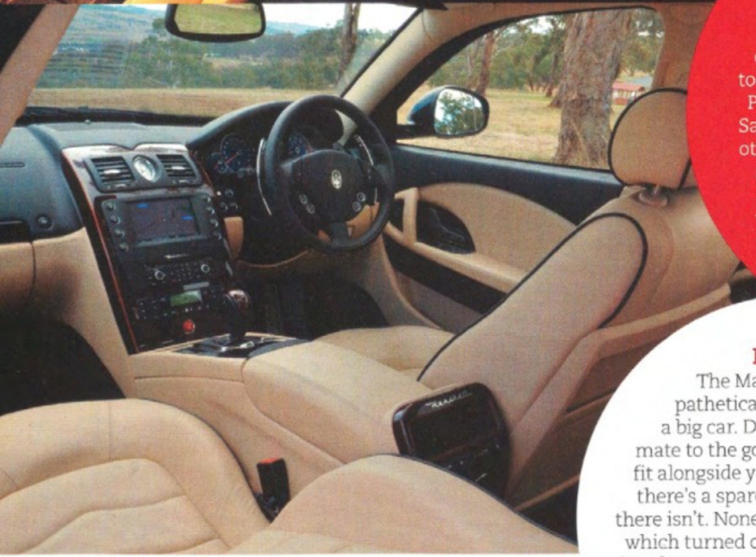


**PORSCHE**

Inside, the Panamera evokes aerospace themes with banks of buttons and switches flanking the transmission tunnel and on the roof. Not all testers liked the fact there are 70-plus buttons and switches scattered around the driver, but they are intuitively placed and easy to use. The interior is light and airy, but the sloping roofline can make rear seat passengers feel claustrophobic even though there's good head and legroom.

**AUDI**

**The Audi has the most interior space, and the 546 litre boot is by far the biggest of our trio. But the interior struggles to invigorate despite the odd chrome and carbonfibre highlight and the most supportive sports bucket seats of the three (strange, though, that while the bolsters adjust electrically, seat rake and slide is a manual affair).**



**MASERATI**

The interior combines cream leather with warm wood to luxurious effect. Its entertainment system takes time to learn, though. Where the Audi and Porsche offer individual buttons for Sat-nav, Bluetooth, trip computer and other systems, the Maser hides them all behind a single 'menu' button. Back seat passengers are spoiled with electric reclining and sliding seats, but there's no separate climate control.

**BOOTS**

The Maserati's boot is pathetically small for such a big car. Don't offer to drive a mate to the golf club; his gear won't fit alongside yours. And not because there's a spare tyre under the floor, there isn't. None of the trio carry spares, which turned out to be a problem (see breakout, opposite page). The Porsche's boot is broad but shallow, and the powered hatch won't close if it strikes resistance, even soft bags. Audi's boot is easily the biggest.

Audi makes – more powerful than even the R8 V10 sports coupe that is considered the brand's flagship. In this company, however, the three-box Audi fades into the background against two such visually arresting entities, despite its blistered wheel arches and road-hugging bodykit.

No country does exotica like Italy. The tempestuous Mediterranean nation that gave the world both Monica Bellucci and Alessandro Volta knows intimately about beauty and power. And Maserati is the only one of Italy's supercar *triumvirate* to package power and passion in a four-door. Yes, the Quattroporte Sport GT S has by far the most sultry, evocative lines of our three combatants.

Styling is an important facet of our trio's allure. But is it better to look gorgeous or expensive? Lust or envy? Either way the Maserati takes best-in-show. Its curvaceous lines tempt your eyes with every swell and sweep, and that gaping maw practically tattoos the marque's trident on appreciative retinas. The Maserati's interior shouts opulence, too, with its creamy leather and warm wood.

Unlike the Maserati, the Panamera's lines aren't pretty. The Panamera is imposing; its styling is more about substance and strength than beauty. A handful of 911 cues link it to the Porsche family, though they don't sit comfortably on a car almost as long as the 5.1m Maserati, but wider and lower. It looks heavier too, though at 1970kg it is the lightest of our trio – just.

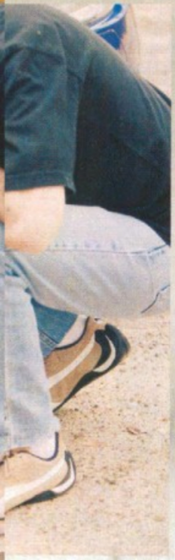
The Porsche may be imposing, but if you want the world to watch as you drive past, buy the Maserati. The Italians know all about the theatre of a performance car. The Quattroporte's voluptuous styling is one example, its delicious soundtrack another. The Maserati's 4.7-litre V8 produces the Pavarotti of engine notes, and has a bi-modal exhaust specifically to unleash what is one of the automotive world's greatest and most captivating symphonies. Even revving in neutral, it is Dolby-demonic and full of blood-pumping virility. Under load, it is embellished with a seriously rumbling undertone. In a tunnel it reverberates with menace and makes your heart skip a beat.

In isolation, the Maserati is an enthralling car to drive. The V8 engine's reworked 323kW (an extra 8kW) gives it a renewed vigour that's beautifully teamed with the ZF six-speed automatic gearbox. Its natural aspiration gives it an immediacy the Germans can't match, adding to its addictive qualities. The Quattroporte Sport GT S is capable of accelerating from 0-100km/h in just 5.5 seconds, and keeps on swinging until the second hundred is a distant memory. With the sport button depressed there's a lustiness about the engine that's genuinely inspiring, especially so when it comes with that dramatic soundtrack.

But the Maserati is caught between two worlds, and falls short in outright performance. Ballsy engine, great sound, but in this company it is more than a second off the fastest in 0-100km/h time. The transmission is smooth and refined, and has a nodding acquaintance with sporting discipline, but stubbornly refuses to short-shift via the paddles – and those paddles don't turn with the wheel, making it difficult to grab a new gear mid-corner. The Quattroporte's ZF also has the disconcerting habit of lurching on downchanges, mimicking the dipped clutch of a manual, which upsets stability under brakes.

The Maserati is the only one of our trio not to offer adjustable suspension – something other Quattroporte models have. Instead, one setting must provide the comfort of a grand tourer (it does) and the body control of a sports sedan (it doesn't). The Quattroporte leans heavily in corners and is ponderous on change of direction, despite having the sharpest steering and quickest rack of the three.

But all these niggles get blown away by the Maserati's soaring sound. It is sublime. By contrast the Audi sounds like a whooshing



**FEELING FLAT**

The Audi RS6 got a flat on a country road outside of mobile range. There's no spare in the RS6, just a bottle of goo, which wouldn't plug the small tear in the sidewall. A second bottle of goo from the Porsche didn't do the trick either, so we went for help. Five hours later a flat-bed truck arrived, took the car to Audi Newcastle, and the next morning a replacement tyre was couriered from Sydney. *Wheels*' test was finally back on track – until a slow leak was discovered in the front-left. Time now short, we pressed on, checking it often.

whirlwind and the Porsche like a fart in a phone booth. But, as if making up for their tepid tonal qualities, they both haul in the horizon with a ferocity the Maserati cannot match.

Whichever Audi engineer thought that a Lamborghini V10 could do with a couple of turbos (Audi makes the blocks for Lamborghini), then decided to cram it into the A6's modest engine bay (along with seven radiators and four cooling fans) is most likely insane … and ingenious. The Audi's 426kW leaves the other two behind on paper, whether you measure it outright, or divide by engine displacement or vehicle kerb weight.

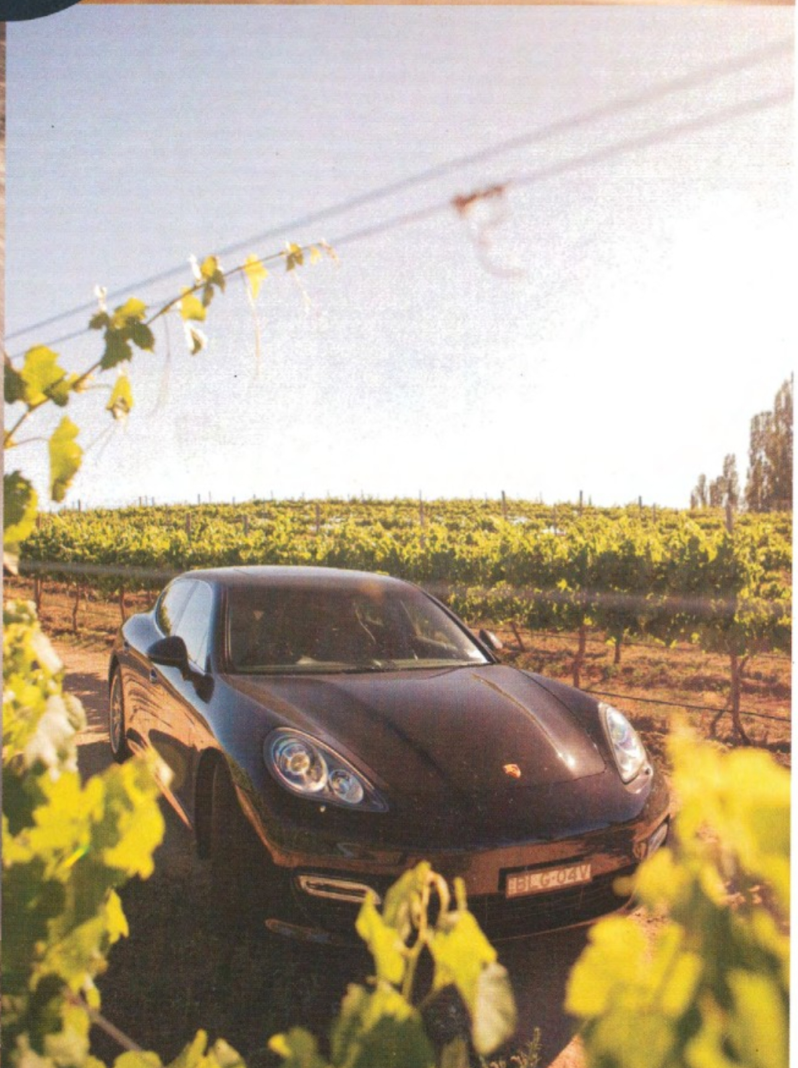
In typical Audi style there's no fuss or complex courting ritual (*à la* BMW M cars) to extract the RS6's full motive force. Just turn the key and *warp!* The V10 RS6 leaps off the mark without a skerrick of wheelspin – even though it's not until 4000rpm that the engine truly feels on fire – and the pace at which it devours both distance and the remaining rev range is mind-numbingly rapid. Then the brutality takes another step up at 5500rpm, and everything you knew about speed goes out the window. It feels as though there could be another surge again, beyond the 7000rpm redline, if only for that pesky rev limiter.

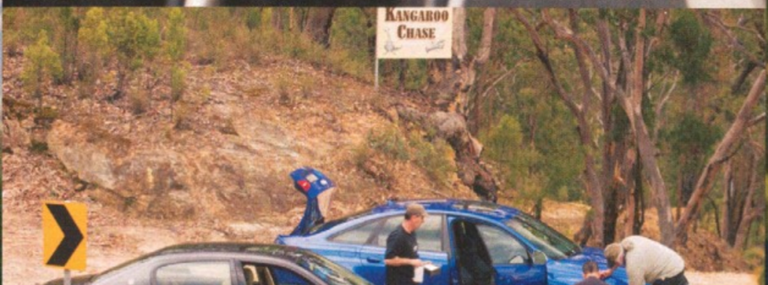
A quick snick on the alloy paddle and the next of six ZF gears slots precisely, and the Audi thrusts forward with renewed vigour. Off the line, the RS6 is an unstoppable force, ticking off the tonne in 4.5 seconds and blitzing the 0-400m in 12.5sec.

On flowing roads, the RS6 is scary fast; feeling as if it could rip up and down mountains forever and never get tired or tiring. And, for such a potent sedan, it's benign, especially if the three-mode suspension is set to 'dynamic'. The RS6 sits flat through corners and doesn't see-saw under power or brakes. The quattro AWD delivers monstrous grip, and its rear bias reduces nose-lifting understeer on throttle. But the RS6 never feels as malleable as the Porsche or the Maserati. Light steering at slow speeds weights up considerably at pace, and it takes muscle and commitment to manipulate the car.

**The pace at which the RS6 devours both distance and the rev range is mind-numbingly rapid**

MASER WINS HEARTS AND EARS WITH ITS SULTRY STYLE AND WAILING SOUNDTRACK. BUT, UNLIKE RS6 AND PANAMERA, SUSPENSION STRUGGLES WHEN THE RED MIST DESCENDS. SO, WOULD SIR PREFER STYLE OR SUBSTANCE?




KANGAROO
CHASE

Watching it in the Porsche's rearview mirror, the RS6 looks low and mean. But slowly the gap builds. Despite giving a 58kW advantage to the Audi, the Panamera is quicker and even more savage, though you wouldn't know it on first acquaintance. For example, the steering isn't as quick as the Audi's, and the throttle defaults to numb urban mode to avoid unexpectedly vigorous lunges which could leave a bus on your bonnet.

Better by far to wake the Porsche from its coma by invoking Sport mode every time you enter its A380-esque cockpit, and acclimatise to its razor-sharp reflexes. The throttle sharpens appreciably, the PDK seven-speed transmission chooses a more responsive gearchange map and the adjustable damping slips into something less comfortable but so much more capable.

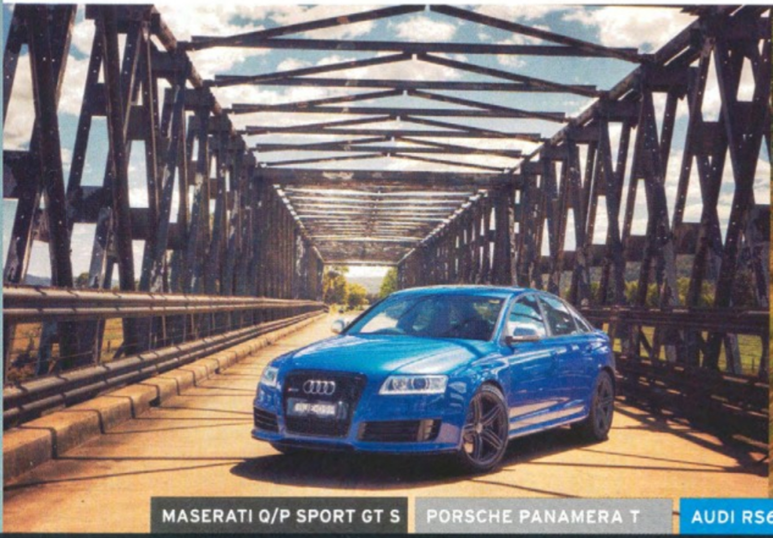
Then, in Sport Plus, a full-throttle launch in the all-wheel drive Panamera Turbo is an assault on your senses. Left foot hard on the brake, right foot hard on the accelerator, hard enough to go beyond the initial detent. The launch control system dials up 4000rpm, waiting for your next move. Then simply step off the brake … and prepare for the onslaught.

Though you may be curled forward against the impending force, the ferocity with which its four-wheel grip turns 770Nm (Sport Plus offers an overboost for an extra 70Nm) into motion overpowers neck muscles and slams your head back in the heavily bolstered seat. The savagery is momentarily disorienting, but while you're trying to recover the seven-speed 'box dumps in the next ratio, and the next, and obliterates the 100km/h mark in 4.23 seconds. That's a full three-tenths quicker than the RS6 – and there were, apparently, two gearchanges along the way.

The Panamera's Jekyll and Hyde duality delivers conflicting ideals without confusion. Outside Sport mode, the Panamera is distant, its responses lethargic and flat. Take off from the lights and the seven-speed PDK will hurry through the ratios to reach seventh at little more than 90km/h, then sit on a lazy 1500rpm at 110km/h. With Sport mode in play, however, the Porsche feels alive, like an eager puppy straining on the leash. It drops gears and is ready with more revs in an instant. The air suspension stiffens to keep the body flat in corners and more stable on change of direction.

Engage Sport Plus mode and the Panamera becomes laser-focused and expects the driver to do the same. The PDK's most aggressive mapping ensures up-changes don't happen below 6500rpm regardless of throttle pressure – embarrassing if you're in a school zone pulling 6000rpm in first, but ideal for a back-country blast. And downchanges under brakes are so perfectly orchestrated there's no point battling with the naff rocker switches mounted on the steering wheel spokes.

Sport Plus mode makes the Panamera feel lighter, too, as if it shed 500kg when the button was pushed. This is Mr Hyde mode, and it trades all comfort-based pretence for a show of force beyond even the Audi's impressive reach. The Panamera becomes hyper-sensitive to inputs, ruthlessly quick to respond and incredibly nimble. It dances hypnotically through the bends, making full use of the prodigious Michelin grip at its disposal. In this hyper-reality mode the Panamera is at its most communicative, too, with superb feel through the steering wheel. With a large lump of V8 just behind the front axle, it's no 911 in terms of steering feel; not even Porsche's engineers are that good.



| | **MASERATI Q/P SPORT GT S** | **PORSCHE PANAMERA T** | **AUDI RS6** |
|---|---|---|---|
| | **Performance** | **Performance** | **Performance** |
| | Power to weight: 162kW/tonne | Power to weight: 187kW/tonne | Power to weight: 215kW/tonne |
| | Speed at indicated 100km/h: 95 | Speed at indicated 100km/h: 96 | Speed at indicated 100km/h: 97 |
| | **Speed in gears** | **Speed in gears** | **Speed in gears** |
| ① | 61km/h @ 7250rpm | 47km/h @ 6700rpm | 45km/h @ 4800rpm |
| ② | 109km/h @ 7250rpm | 85km/h @ 6700rpm | 99km/h @ 6000rpm |
| ③ | 167km/h @ 7250rpm | 140km/h @ 6700rpm | 171km/h @ 6700rpm |
| ④ | 223km/h @ 7250rpm* | 205km/h @ 6700rpm* | 227km/h @ 6700rpm* |
| ⑤ | 283km/h @ 7000rpm* | 281km/h @ 6700rpm* | 250km/h @ 5600rpm* |
| ⑥ | 285km/h @ 5600rpm* | 300km/h @ 5800rpm* | 250km/h @ 4500rpm* |
| ⑦ | | 298km/h @ 4200rpm* | |
| | **Standing-start acceleration** | **Standing-start acceleration** | **Standing-start acceleration** |
| | **0-20km/h:** 1.91sec | **0-20km/h:** 0.71sec | **0-20km/h:** 0.77sec |
| | **0-40km/h:** 2.05sec | **0-40km/h:** 1.37sec | **0-40km/h:** 1.52sec |
| | **0-60km/h:** 2.98sec | **0-60km/h:** 2.14sec | **0-60km/h:** 2.35sec |
| | **0-80km/h:** 4.15sec | **0-80km/h:** 3.01sec | **0-80km/h:** 3.40sec |
| | **0-100km/h:** 5.53sec | **0-100km/h:** 4.23sec | **0-100km/h:** 4.50sec |
| | **0-120km/h:** 7.37sec | **0-120km/h:** 5.54sec | **0-120km/h:** 5.98sec |
| | **0-140km/h:** 9.62sec | **0-140km/h:** 7.14sec | **0-140km/h:** 7.62sec |
| | **0-160km/h:** 12.08sec | **0-160km/h:** 9.15sec | **0-160km/h:** 9.35sec |
| | **0-180km/h:** n/a | **0-180km/h:** 11.38sec | **0-180km/h:** 11.53sec |
| | **0-400m:** 13.80sec @ 172km/h | **0-400m:** 12.30sec @ 188km/h | **0-400m:** 12.54sec @ 188km/h |
| | **Rolling acceleration: drive** | **Rolling acceleration: drive** | **Rolling acceleration: drive** |
| | **80-120km/h:** 3.42sec | **80-120km/h:** 2.50sec | **80-120km/h:** 2.59sec |
| | Track: Oran Park, dry. Temp: 20°C Driver: James Whitbourn. * Estimated or manufacturer's claim | Track: Oran Park, dry. Temp: 20°C Driver: James Whitbourn. * Estimated or manufacturer's claim | Track: Oran Park, dry. Temp: 20°C Driver: James Whitbourn. * Estimated or manufacturer's claim |

> **The ferocity overpowers your neck muscles and slams your head back in the heavily bolstered seat**

RS6 FILLS THE PANAMERA'S MIRRORS ... FOR NOW. WHEN THE PORSCHE HOOKS UP, IT LEAVES THE OTHERS IN ITS WAKE. QUATTROPORTE (LEFT) LOOKS ELEGANT, BUT CRACKLES AND BELLOWS LIKE A RACE CAR

Invoke Mr Hyde mode if you will, but with absolute power comes responsibility. Anything less than full commitment and competence from the driver and the Porsche feels clumsy. Throttle response is immediate and an unsure right foot makes the Panamera leap and stumble. Show backbone and the result is intense, heightened aggression – the turbo V8 is just so strong and so encouragingly rev-happy. It feels so right and somehow so naughty, like a teenager discovering the key to dad's booze cabinet.

The optional ceramic brakes fitted to our test car are the perfect counterbalance to the lurid ferocity of the powerplant. In concert with the enormous 20-inch Michelin Pilot Sport tyres, the brakes tear stones from hard-baked tarmac and hurl them pinging against the wheel arches. But their efficiency comes at a cost, because what they deliver in tenacity they surrender in tactility. It can be hard to judge brake pedal pressure, and softer applications can deliver frustratingly inconsistent retardation. Ceramic brakes are a strange and pricey ($20,490) option on a car that's less likely to see track days than, say, a 911, Cayman or even a Boxster.

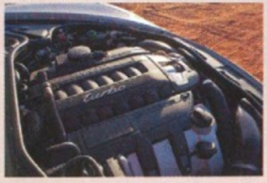
Ultimately, though, the Porsche and the Audi lack a supercar essential: *that* sound. Both are ridiculously quick and ruthlessly efficient, and both will deliver an adrenaline rush that should be illegal, or bottled. But, despite their exotic engine configurations, neither has the spirited sound of the Maserati. Imagine an AC/DC concert with the volume turned down. Sure, you'll see the show and your neck will hurt like hell, but it's just not the same…

Power trip over. Time to come down and decide which one delivers nirvana. The world awaits the car maker that can combine the Porsche's mind-altering performance with the Maserati's sound and style and the Audi's price tag and practicality. The RS6 represents (relatively) good value. That this V10 sledgehammer hits almost as savagely as the Panamera and costs $100,000 less is significant.

But do CEOs and captains of industry strive to save a dollar, or a hundred thousand? Or do they want the best, money be damned? If so, take the Panamera, and prepare to have your mind altered permanently. But be warned, every time you hear a Quattroporte Sport GT S drive by, you'll wonder if you made the right choice.

Anything less than full commitment from the driver and the Porsche feels clumsy

| | **MASERATI Q/P SPORT GT S** | **PORSCHE PANAMERA T** | **AUDI RS6** |
|---|---|---|---|
| | **$328,900**/As tested $333,685** | **$364,900**/As tested $397,470** | **$263,500**/As tested $275,235** |
| | **Drivetrain** | **Drivetrain** | **Drivetrain** |
| **Engine** | V8 (90°), dohc, 32v | V8 (90°), dohc, 32v, turbo | V10 (90°), dohc, 40v, twin turbo |
| **Layout** | front engine (north-south), rear drive | front engine (north-south), all drive | front engine (north-south), all drive |
| **Capacity** | 4.691 litres | 4.806 litres | 4.991 litres |
| **Power** | 323kW @ 7000rpm | 368kW @ 6000rpm | 426kW @ 6250rpm |
| **Torque** | 490Nm @ 4750rpm | 700Nm @ 3000rpm | 650Nm @ 1500rpm |
| **Transmission** | 6-speed automatic | 7-speed dual-clutch | 6-speed automatic |



| | **Chassis** | **Chassis** | **Chassis** |
|---|---|---|---|
| **Body** | steel, 4 doors, 5 seats | steel, 5 doors, 4 seats | steel/aluminium, 4 doors, 5 seats |
| **L/W/H/W–B** | 5097/1895/1423/3065mm | 4970/1931/1418/2920mm | 4928/1889/1456/2864mm |
| **Front/rear track** | 1582/1595mm | 1656/1646mm | 1614/1637mm |
| **Weight** | 1990kg | 1970kg | 1985kg |
| **Boot capacity** | 450 litres | 432 litres | 546 litres |
| **Fuel/capacity** | 95 octane/90 litres | 98 octane/100 litres | 95 octane/80 litres |
| **Fuel consumption** | 17.99L/100km (test average) | 15.52L/100km (test average) | 14.63L/100km (test average) |
| **Suspension** | **Front:** double A-arms, coil springs, anti-roll bar **Rear:** multi-links, coil springs, anti-roll bar | **Front:** double A-arms, coil springs, anti-roll bar **Rear:** multi-links, coil springs, anti-roll bar | **Front:** double A-arms, coil springs, anti-roll bar **Rear:** multi-links, coil springs, anti-roll bar |
| **Front brakes** | ventilated discs (360mm) | ventilated discs (410mm) | ventilated discs (390mm) |
| **Rear brakes** | ventilated discs (330mm) | ventilated discs (350mm) | ventilated discs (356mm) |
| **Tyres** | Pirelli P Zero | Michelin Pilot Sport | Pirelli P Zero |
| **Tyre size** | 245/35ZR20 (f); 295/30ZR20 (r) | 255/40ZR20 (f); 295/35ZR20 (r) | 275/35ZR20 |
| | **Safety Hardware** | **Safety Hardware** | **Safety Hardware** |
| **Active** | ABS, EBD, BA, TC, ESP | ABS, EBD, BA, TC, ESP | ABS, EBD, BA, TC, ESP |
| **Passive** | front/side/curtain airbags, front pre-tensioner/load-limiter seatbelts | front/side/curtain/knee airbags, front pre-tensioner/load-limiter seatbelts | front/side/curtain airbags, front pre-tensioner/load-limiter seatbelts |
| **NCAP rating** | Not tested | Not tested | ★★★★★ (Euro) |
| **Verdict** | 7/10 | 9/10 | 8.5/10 |
| ☑ | The theatre of performance: sound and styling… | Consummate performer with stratospheric limits | Fabulous engine; tenacious grip; and yet so useable |
| ☒ | **… but needs more outright performance; pathetic boot** | **911-meets-Cayenne look; confusing dash layout; tardy steering** | **Choppy ride; restrained looks; dark interior; manual seats** |
| | Warranty: 3yr/unlimited. Service intervals: 20,000km/24 months. Redbook 3-year resale: 60%. AAMI insurance: $7392. ** Includes metallic paint ($2965); 20in grigio mercury trident alloy wheels ($1820) | Warranty: 2yr/unlimited. Service intervals: 20,000km. Redbook 3-year resale: 61%. AAMI insurance: $8482. ** Includes ceramic brakes ($20,490); sports chrono pack w/ launch control ($4190); 20in alloy wheels ($3390); carbon interior ($1980); bi-colour interior ($1450); servotronic steering ($650); coloured wheel centres ($420) | Warranty: 3yr/unlimited. Service intervals: 15,000km. Redbook 3-year resale: 50%. AAMI insurance: $4560. ** Includes 20in alloy wheels ($530); Audi black exterior styling package ($1394); Audi music interface ($689); parking system ($1271); RS bucket seats ($7,851); Valcona leather & metallic paint (nco) |

More cars than anywhere else.

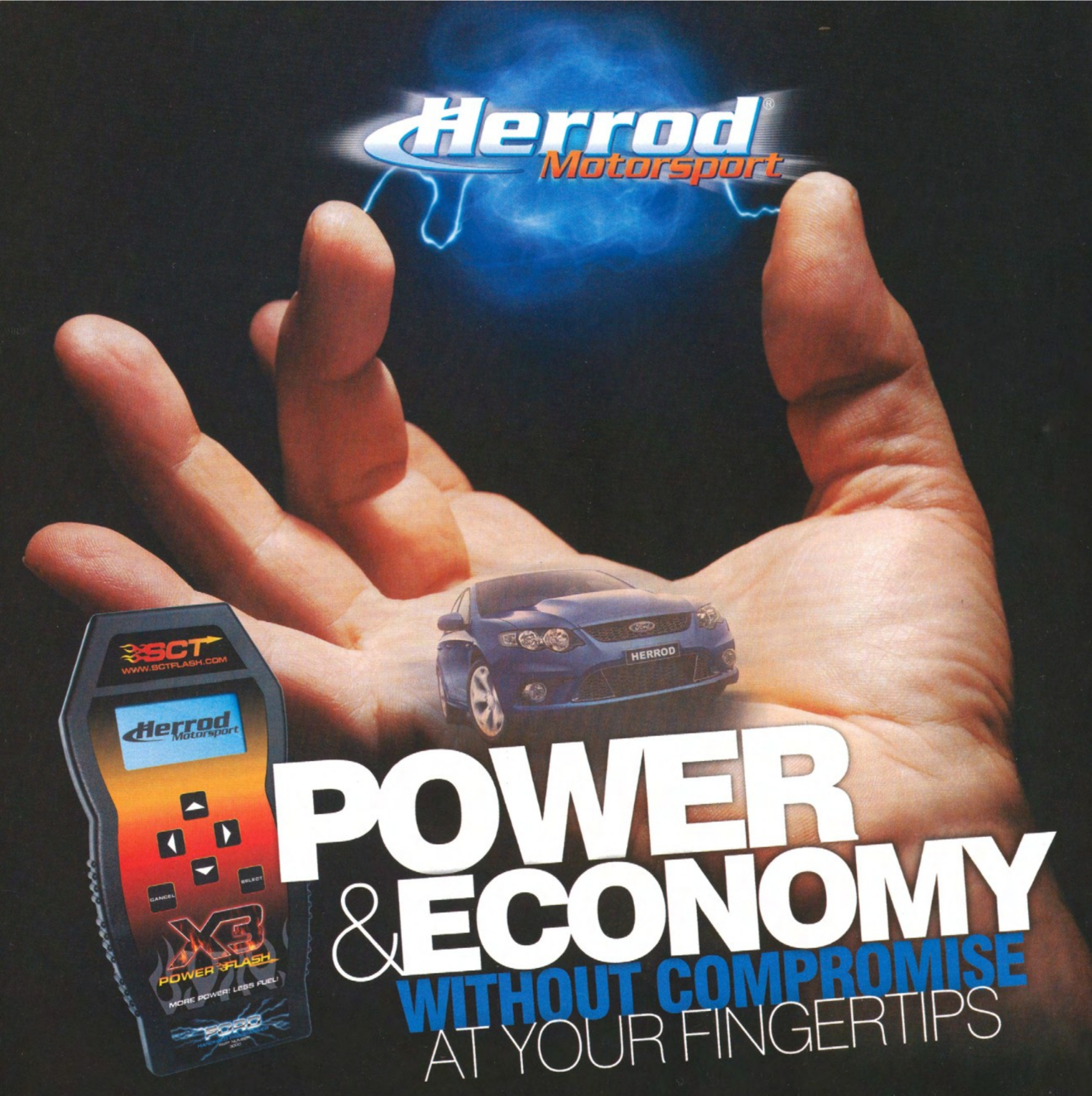
With the largest selection of new and used cars for sale, you'll be sure to find the car you've been looking for at carsales.com.au, Australia's No.1 Auto Website.

carsales.com.au

Australia's No.1 because **it works!**

bikesales.com.au boatsales.com.au homesales.com.au quicksales.com.au

More than just cars


Herrod®
Motorsport
SCT
WWW.SCTFLASH.COM
Herrod Motorsport
CANCEL
SELECT
X3
POWER FLASH
MORE POWER! LESS FUEL!
FORD
HERROD
POWER
& ECONOMY
WITHOUT COMPROMISE
AT YOUR FINGERTIPS

It's just a phone call away. Your car will be tuned with SCT Advantage 111 Software. Using the new Xcal 3 flash device available from over 100 specialised Herrod / SCT tuners throughout Australia and NZ. You to can have the Unfair Advantage with sharper throttle response, more rear wheel power and torque with better fuel economy.

Call Herrod Motorsport for more information or check out our websites **herrodmotorsport.com.au** or **sctflashtuning.com** for a specialised SCT tuner near you.

103 Northgate Drive. Thomastown VIC, 3074 ph **03 9464 5100** email sales@herrodmotorsport.com.au fax 03 9464 5166

# 25 GREAT RACE CARS

HB Audi TEAM
RECARO
MICHELIN

**WORDS** MICHAEL STAHL

WE GRID UP THE GREATS FOR A FEAST OF MOTORSPORT GOODNESS

Infineon
MAHLE
MICHELIN
www.lemans.org
24 HEURES DU MANS
1

1924

# BUGATTI TYPE 35

If Bugatti is one of the most revered and romantic of car marques, its signature model would have to be the Type 35. It's not enough that its iconic shape and sculptural beauty transcend mere automotive appeal. The Type 35 was also the most successful grand prix racing car of its day – yet able, at the same time, to have mudguards and lights added to be driven, quite easily, in everyday use.

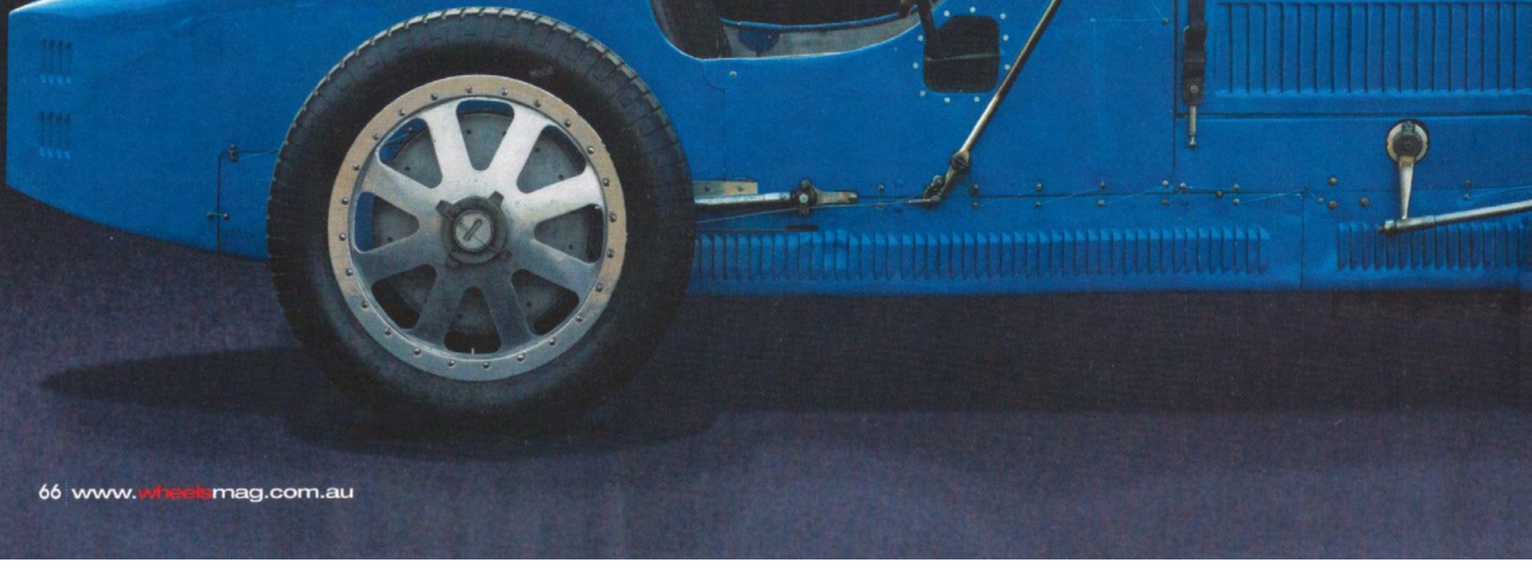
The Type 35 is still described by road and racing owners alike as the sweetest-handling car ever made. Suspension was by live axle with semi-elliptic springs front and rear. Ettore Bugatti's (patented) alloy wheels were not only beautiful, but with cast-in brake drums they helped dissipate heat. And the trademark Bugatti horseshoe grille begins with this model.

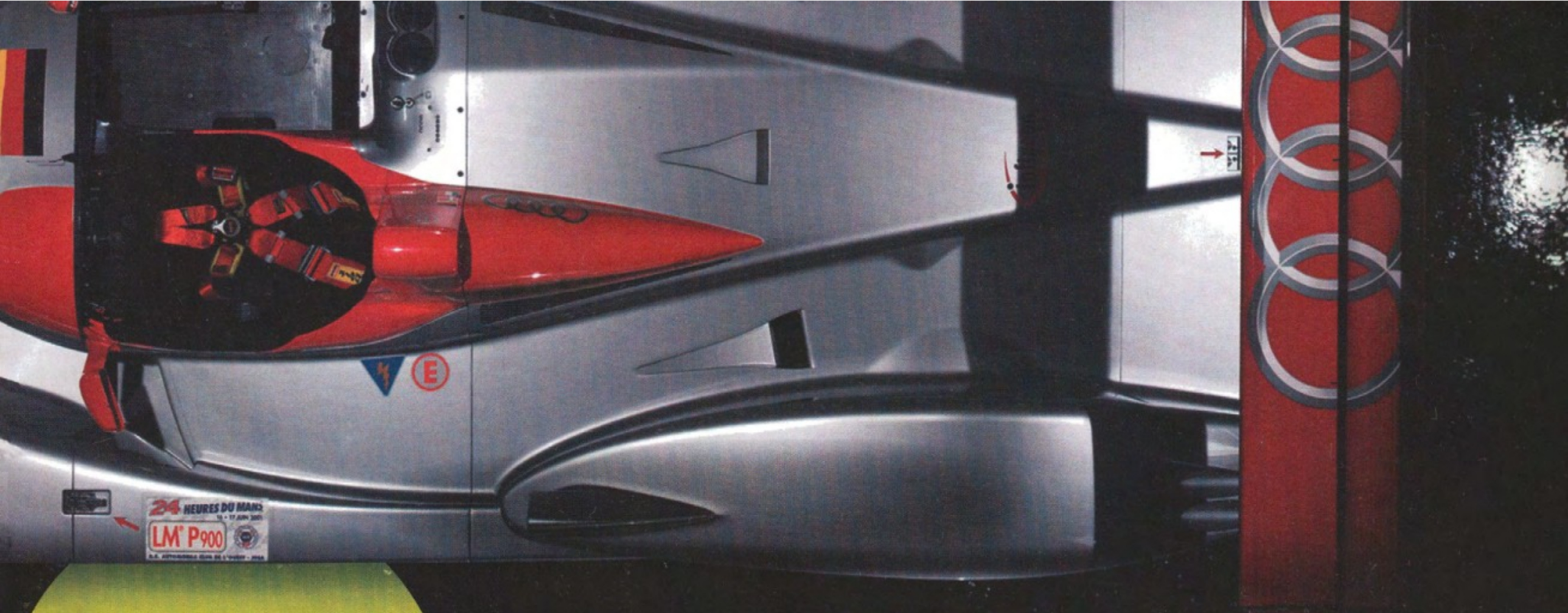
The Type 35 followed the arguably even more advanced Type 32, better known as the Tank. In the 32, Ettore Bugatti was theoretically on track with his aerodynamic ideas, but in practice the slab-sided teardrop generated frightening lift.

The 2.0-litre, dohc, three valves per cylinder, in-line eight-cylinder powerplant – an engine-turned-work-of-art on its own – carried over to its narrow-bodied successor. While Ettore Bugatti was opposed to supercharging, he relented and produced the blown, 2.0-litre Type 35C and the 2.3-litre Type 35B.

A Type 35B was capable of 0-100km/h in less than six seconds and a top speed of around 200km/h, which was pretty serious stuff in the mid-1920s – especially so for a car that could be road-registered.

More than 300 Type 35s were built from 1924-'27, sharing an estimated 1850 victories in minor and major races (including five Targa Florio victories, testimony to the dainty Bug's robustness). The Type 35's chassis lived on, albeit with different engines, in the Types 37 and 39.





# 2

2000

# AUDI R8 LE MANS

In the late-1990s, VW Group boss Dr Ferdinand Piech decided that Audi would go Le Mans racing. That was too bad for Porsche: Piech's family influence meant that Stuttgart's V10 Le Mans car being developed for 2000 was instantly shelved.

It made way for what is unarguably the most successful sports-racing car of the modern era, the Audi R8. It was designed from the start to be not only fast and durable enough to dominate the 12- and 24-hour sports car enduros, but in quick-fit connected modules to facilitate the rapid replacement of major components.

The R8 hangs on a carbonfibre monocoque with panels of the same material. Its wet weight is only about 10kg over the LMP900 class's original 900kg limit – yet it fills the allowable footprint with 4650mm overall length (on a 2730mm wheelbase) and 2000mm width.

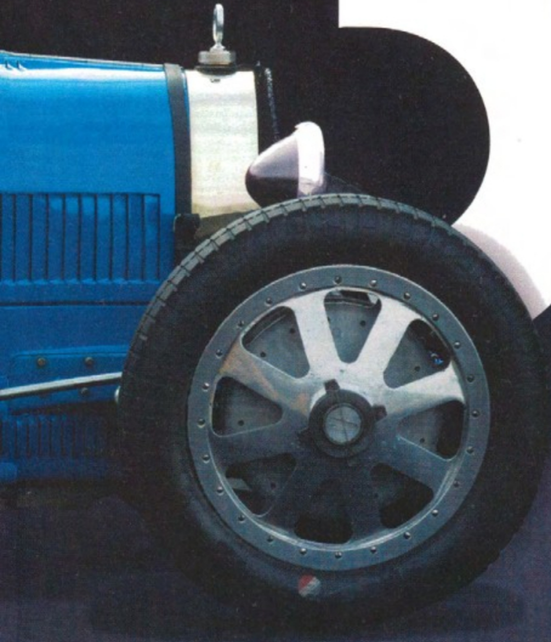
Power comes from a 3.6-litre, 90-degree V8 with twin turbos. In its initial guise, the R8 developed 491kW and 698Nm; after the introduction of smaller air restrictors in '03, power dropped by about 10 percent (to 442kW), but peak torque was nearly maintained.

The R8's 2000 debut at Le Mans bagged a 1-2-3 victory, which it then proceeded to turn into a hat-trick. Indeed, the R8 won five of the seven Le Mans it contested, making it the most successful single model at Le Mans. The R8 also won six consecutive American Le Mans Series titles from 2000 to 2005.

# 3

1970

MARTINI RACING-TEAM
22
MARTINI
RACING-TEAM
PORSCHE
Shell
Shell



# PORSCHE 917K

No racing car before and very few since have achieved such a balance of brawn and beauty as the Porsche 917K, a car born of family politics, intrigue and experimentation.

The 917's engine was effectively two 911 units back-to-back. Opposing (titanium) conrods shared common crank pins, and the 1969 4.5-litre (increased to 4.9 for '70) had 388kW. This went into a spindly, yet strong aluminium spaceframe chassis; magnesium versions were also built.

Mechanical failures and scary aerodynamics blighted the 1969 season. For 1970, Ferry Porsche, concerned at the race program's cost, engaged Gulf-backed John Wyer to take over the three-car factory team. Ferdinand Piech, the snubbed competitions manager, convinced his mother (Louise Porsche-Piech) to found a semi-factory team, Porsche Salzburg.

The 917K's first Le Mans outright victory followed; ironically, it would be the Porsche Salzburg entry, after all three Wyer cars retired. Porsche dominated the 1970 World Championship of Makes. It did so again in '71, when a magnesium-framed car (pictured) also brought a second, record Le Mans outright win.

# LOTUS 49-COSWORTH

4

1967

Colin Chapman had signalled his design genius in 1963 with the full-monocoque Lotus 25. The Lotus 43 of 1966 was very nearly as clever again, being the first to use its engine as a stressed member. But in the first year of the 3.0-litre formula, which Brabham won with Repco V8 reliability, the 43 was saddled with a variety of poor powerplants.

Perhaps the most technically interesting, yet doomed to failure, was the H16 BRM. Chapman realised that something had to change for 1967.

Chapman convinced Cosworth to design and develop a new V8 engine, and Ford of Europe to fund it. In turn, Lotus penned the 49 specifically for the DFV (double four-valve) V8 – and the Cosworth specifically for it.

The engine, with its attached gearbox and rear suspension, was fastened to the monocoque tub's rear bulkhead by just two main bolts at the bottom, and a pair of small brackets atop each cam cover. Suspension was by the expected double-wishbones at each corner, and brakes were conventional outboard discs (its successor, the Lotus 72 of 1970 would radically move them inboard).

The 49 made its debut in the third round of the 1967 season with pole for Graham Hill and victory for Jim Clark, but proved fragile in its first year. The title, as in 1966, went to a simpler and more reliable Brabham, this time Denny Hulme's.

Clark's death in April 1968 effectively handed the 49's first world championship to Hill. The car remained competitive through three of the most formative years ever in F1, evolving through the introduction (and subsequent banning) of suspension-mounted wings and big tobacco budgets.

Not to mention the birth of Formula One's most enduring and remarkable engine, that would go on to win 154 grands prix in a stellar, 15-year career.

5

1966

BANDINI
BAGHETTI
FERRARI
TARGA FLORIO
130

# FORD GT40

The story of Henry Ford II being snubbed by Enzo Ferrari in 1963 is the stuff of automotive corporate legend. Ford vowed to have his revenge in Ferrari's own backyard, Le Mans.

The car built for the task was a trans-Atlantic affair, with designer Eric Broadley the UK connection and expat Dearborn engineer Roy Lunn a conduit to the engine development team in the US.

The first cars of 1964-'65 showed promise, with one example in 1964 leading Le Mans for two hours and claiming fastest lap. Performance from the Fairlane-derived, lightweight-block 4.2-litre V8 was good, but aerodynamics and reliability were poor.

Ford's fortunes turned when it replaced Broadley with Carroll Shelby, who fixed the aerodynamics and cooling, and substituted the Cobra's more familiar 4.7-litre engine. While these 'MkI' 4.7s began to enjoy success at home in 1965, the MkII 7.0-litre prototype class contenders failed to finish at Le Mans.

However, the next year the 7.0-litre MkIIs swept the Le Mans podium. The MkIV followed up in 1967, after which the prototype capacity limit was slashed and Ford officially wound down the GT40 project.

However, the MkI was still suited to the 4.7-litre sports-car class and in the hands of John Wyer Automotive won again in 1968-'69.

PORSCHE +AUDI
SUNOCO
DX
GOODYEAR

6

1973

# PORSCHE 917/30

Porsche wasn't new to Can-Am when its turbocharged, flat-12 917s – the world's most powerful racing cars – swept the final two years of the category's golden era. Aside from smaller-class 906s and 908s, Porsche's outright effort began with the 917PA of 1969, quite simply an open version of the 4.5-litre, atmo-engined Le Mans coupe of the same year.

Underpowered against 7.0-litre rivals, Jo Siffert drove the PA with moderate success.

Team owner Roger Penske and his genius engineer-driver Mark Donohue pushed Porsche in the development of turbocharging for 1972. Ready for the start of the season, the 917/10 made a reliable 640kW, but with its compact dimensions was quite a handful.

Donohue broke his leg in an enormous, pre-season testing crash and had to sit out the season while team-mate George Follmer dominated the 560kW McLarens.

Donohue would have his satisfaction in 1973 with the 917/30, taking all but one of the eight rounds. The car retained an aluminium spaceframe chassis, but on a longer wheelbase, and its air-cooled flat-12 was enlarged to 5.4 litres. Both measures helped to tame its incredible test-bed output of 1163kW (at 2.2 bar) and race-reliable 895kW at 1.7 bar.

7

1981

# McLAREN MP4/1 & 2

Carbonfibre has long been the miracle material of Formula One. It started here, with the McLaren MP4/1 of 1981. At the time, an aluminium monocoque comprised up to 50 sections; the carbonfibre MP4/1 had just five major mouldings. The advantages went beyond the material's rigidity and weight saving, to usher in a new level of crash safety.

The MP4/1 was the brainchild of John Barnard, who had designed Formula Vee, Can-Am and Indycars for Lola, F1s and F5000s for McLaren, and Indycars for Parnelli Jones and Chaparral.

The MP4/1 owes its existence just as much to the foresight of Ron Dennis, who wasn't actually in charge of McLaren when he asked Barnard to design an all-composite F1 chassis. Dennis' Project 4 team had enjoyed huge success in F3 and F2 and was clearly on a charge towards F1. In 1981, Project 4 merged with the then-struggling McLaren. Barnard's chassis had found a worthy home.

Barnard also designed the MP4/1's successor, 1984's MP4/2. With TAG-funded Porsche power for the turbo era, and as the first car to use carbonfibre brakes, the MP4/2 won a then-record 12 GPs in its maiden season. It also secured drivers' championships for Niki Lauda ('84) and Alain Prost (1985 and '86) in every year it competed.

# AUDI SPORT QUATTRO S1

8

1985

By the time of its 1980 release, the road-going Audi Quattro boasted a novel, 2.1-litre turbocharged five-cylinder engine and, thanks to its constant all-wheel drive via a manually lockable centre differential, supercar-chasing grip and speed.

After, surprisingly, only two world drivers' championships and two manufacturers' titles between 1982 and '84, and with power outputs growing from an initial 224kW to 260kW under 1982's new Group B rules, the final expression of the Quattro was the spooky Sport S1.

Its wheelbase had been shortened and its engine capacity slightly reduced to meet the 3.0-litre capacity limit (with a 1.4 factor applied). Road-going versions of the homologation Sport Quattro (1984) boasted 225kW and managed 0-100km/h in just under five seconds. But 1985's swansong rally S1 was rumoured to be running as much as three bar of boost. This was exploited by both a recirculating-air anti-lag system and an early DSG dual-clutch transmission, also aimed at keeping boost on the boil.

Drivers of the calibre of Walter Röhrl and Michèle Mouton had around 440kW on tap, which Röhrl used to twice win the Pikes Peak hillclimb after Audi's withdrawal from (and the subsequent demise of) Group B rallying in 1986.

9

1971

# FORD FALCON GT-HO PHASE III

The Phase III was planned even before its predecessor, the Phase II, had entered its first race. The engineers at Ford's infamous 'Lot 6' secret skunkworks were left to develop things quickly outside the usual bureaucratic system. While Bathurst rules demanded stock heads, pistons and so on, Ford's American competitions boss, Al Turner, was able to tap his US contacts for plenty of know-how. The Phase III's parts were all Cleveland, but those for the race cars were selected by hand.

The road-going GT-HO's quoted power figure was 224kW, but in an atmosphere of growing unrest over high-powered road cars, this was always felt to be conservative. Moffat's 1971 Bathurst car dynoed at 287kW.

Being the culmination of hard-learned lessons with the first two GT-HOs, the Phase III was simply the best GT-HO it could be – other than in the area of brakes. But Ford's newly-installed special vehicles manager, the late Howard Marsden, sourced sintered-metal linings for the rear drums from the US.

The Phase III won Bathurst that year, with Moffat heading home a 1-2-3 result. Largely on the strength of their braking advantage, they'd flat-footed the rival six-cylinder LC Torana XU-1 and Charger R/T E38.

10

1954

# MASERATI 250F

Maserati's 250F is the poster-child of F1's front-engined era. The rear-engined revolution was only two years away when its front-line career ended in 1957. But it left with a bang, being the mount for Fangio in the fabled 1957 German GP, the race in which he smashed the lap record to notch up his greatest and final win.

The 250F was designed for 1954's 2.5-litre formula. Maserati had poached Ferrari engine designer Gioacchino Colombo and chassis/gearbox guru Valerio Colotti to draw up the car.

The engine, derived from Maser's A6 2.0-litre F2, was an in-line, six-cylinder dohc unit with 24 valves and dual spark plugs per cylinder. It developed around 180kW initially, but by 1956 it eclipsed 200kW (or 100bhp/litre).

An aluminium body sat on the steel spaceframe, with suspension by wishbones and coil springs at the front. A de Dion rear was mounted, unusually, ahead of the four-speed transaxle. Weight was just 670kg.

Works cars often visited for the Australian GP during the 1950s, and 250Fs took four of the top five positions in the 1956 race. Local 250F aces Stan Jones and Arnold Glass were still making the AGP podium in 1959.

11

1974

# LOLA T332

The T332 – the most successful chassis of Formula 5000 – was devastatingly fast and effective, but unforgiving in a shunt. It might have had something to do with the power-to-weight ratio. The T332, weighing a race-ready 612kg minus fuel and driver, used a riveted aluminium, three-quarter monocoque chassis with the 370kW-plus Chevrolet small-block V8 as a stressed member. It was a refinement of the T330 of the previous year, a car conceived and developed by the great Aussie international, Frank Gardner.

Gardner, having had little success in F5000 with his overweight Lola T192, hit upon the idea of putting a Chevrolet small-block V8 into his employers' new F2 chassis. The wedge-shaped prototype, dubbed T300, worked so amazingly well that Gardner was encouraged to continue developing it.

For 1973, the design morphed into the much more attractive T330 and, in 1974, the T332.

With F5000 a huge crowd-pleaser on several continents, and the premier open-wheel category in South Africa, NZ and Australia, Lola built upwards of three dozen T332s (following as many again T330s and T300s). Several found their way to the Antipodes, cementing the reputations of such hard men as Kevin Bartlett, Graeme Lawrence and Max Stewart.

The T332 would romp away with national open-wheeler titles in the UK, the US and our Tasman Series. As late as 1979, Australian Johnnie Walker clinched his Gold Star with a T332 and the model would enjoy a further lease on life in the revived single-seat Can-Am category in the US, which ran until 1986.

LOLA 332
RST NATIONAL CITY
55
55

# MERCEDES-BENZ 300 SLR

12

1955

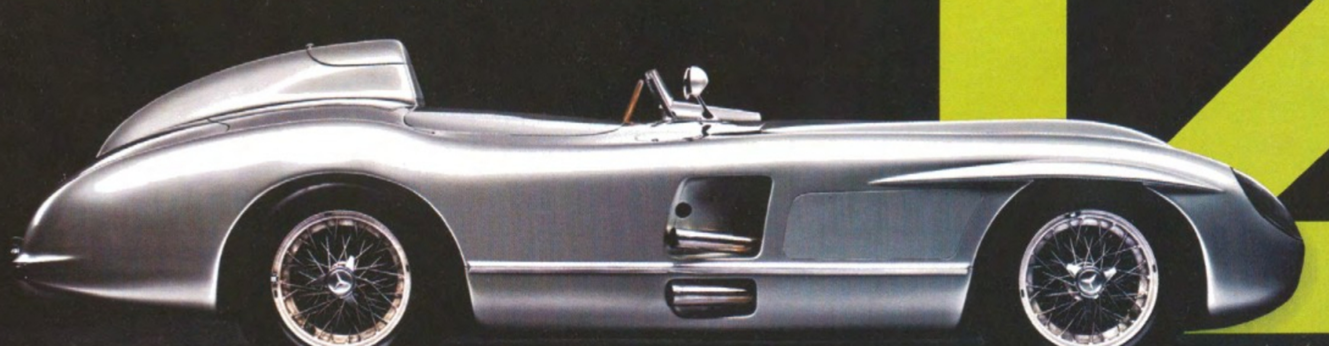
Known internally as the W196S, the 1955 300 SLR betrayed its roots in Mercedes' 2.5-litre W196 F1 car of 1954, using an enlarged version of the innovative, in-line eight-cylinder. Check the specs, for 1954: centrally-driven dual-overhead cams, desmodromic valve actuation and Bosch's breakthrough of fuel injection.

The 300 SLR had a steel spaceframe with gorgeous magnesium bodywork, a two-seater as demanded by sports-car racing rules. Front suspension was by double wishbones with torsion bars and the rear by swing axles with longitudinal torsion bars. The car was originally planned to have all-wheel drive.

The SLR employed alloy drums at each corner, supplemented by an "air brake": a mechanically-activated panel flipped upward behind the cockpit during heavy braking.

The 300 SLR weighed just 880kg, its 3.0-litre engine (with five-speed transmission) developed 231kW at a high 7400rpm.

In May, 1955, the 300 SLR was the most famous car in the world when Stirling Moss and Denis Jenkinson blitzed the Mille Miglia road race in one. Just six weeks later, the 300 SLR would be at the centre of the worst tragedy in motor racing history (see page 80).



13

1950

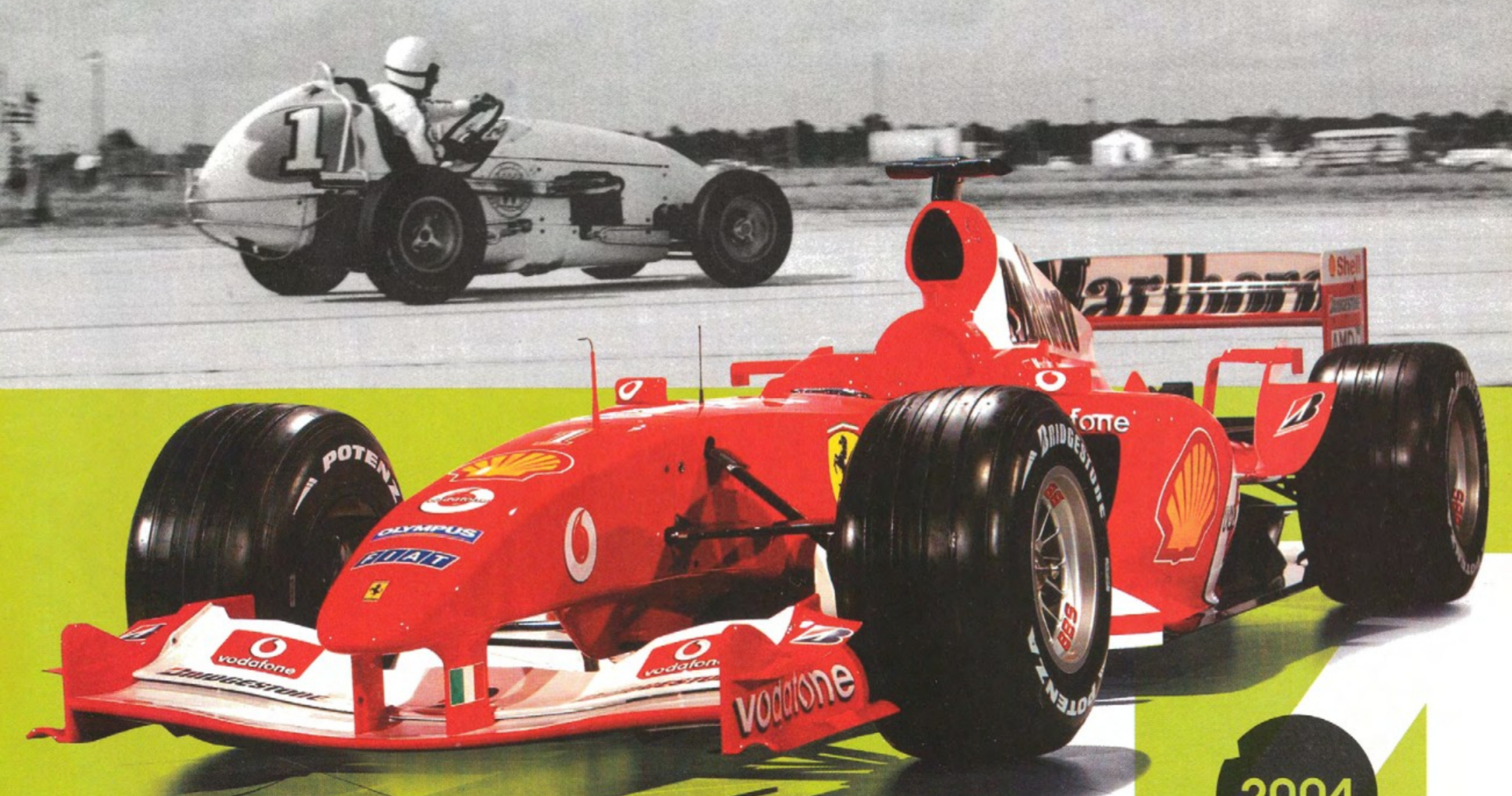
# KURTIS KRAFT-OFFENHAUSER MIDGET

You may not know the name but you probably know the cars: Frank Kurtis's front-engined, usually Offenhauser-powered midgets and Indy cars were a staple of the Indianapolis 500 in the early-1950s, and for considerably longer in the world of speedway midget racing. Too bad for Kurtis, they were typically known by their sponsors' names.

Midget racing exploded in popularity in post-war US, with racer-engineers scrambling to build their own chassis. Kurtis, a coachbuilder and gifted metalworker, enjoyed early success with a 1945 steel spaceframe midget chassis that had an innovative torsion-bar suspension. His midget went on to dominate US speedways in the late-1940s.

Kurtis worked in the aviation industry during WW2, giving him an appreciation for construction techniques using lightweight steel tubing. His Indy cars pioneered the technique of offsetting the four-cylinder, 4.1-litre supercharged Offenhauser engine to the "inside" of the car, aiding turn-in and stability on the super ovals.

In each of the Indy races from 1952-'57, Kurtis chassis constituted more than two-thirds of the field. Kurtis's cars won the Indy 500 five times (1950-'51 and 1953-'55). Those victories included a 1-2-3 result in 1951 and filling the first six places in 1953.



14

2004

# FERRARI F2004

Ferrari's F1 contender for 2004 was the 50th F1 model from the only manufacturer to have contested every year of the Formula One world championship. From its first race in Australia, the F2004 was marked as a Ferrari great when the cars of Michael Schumacher and Rubens Barrichello finished 1-2.

During its career the F2004 would win 15 of the 18 races it contested, including the first two of the 2005 season.

The F2004 didn't look so different from the preceding 2003-GA, but it in fact sat on an all-new chassis which offered a lower centre of gravity. Lighter mechanical components included a titanium seven-speed gearbox.

The new 2997cc, 90-degree V10 acted as a stressed member in the 605kg car. It produced slightly more power (believed to be 670kW-plus, at about 19,000rpm) than its predecessor, while having to comply with new regulations requiring just one engine per race weekend.

The speed and astonishing reliability of the F2004 – Schumacher and Barrichello DNF-ed only once each – culminated in Schumacher's fifth consecutive, and record seventh world championship at the end of the 2004 season.

## 15

1970

# FORD ESCORT RS1600 BDA

Few sounds are as evocative as a twin-Webered BDA at full song, reverberating through a heavy forest. The Escort BDA line began in 1970 with the RS1600, successor to the Lotus-engined (eight-valve) Escort Twin Cam and the very first product of Ford's new Advanced Vehicles Operation, and carried on into the RS1800 Mk2 car.

In competition guise, both on circuits and more notably in rallying, the 16-valve Cosworth BDA ('belt-drive, A-type') powered RS1600 was a giant-killer. It had to be; its capacity was homologated at 1601cc, meaning it competed in the outright class.

The RS1800 of 1975 introduced the MkII shape and upped capacity to 1.8 litres, but inevitably, race Escorts ended up with a 2.0-litre BDA typically producing around 185kW.

The RS1800 claimed its first outright world championship rally victory at the RAC in 1975. Four years later, Björn Waldegård and Hannu Mikkola finished first and second in the drivers' championship. Even more remarkably, Ari Vatanen, running as a privateer, won the world championship in 1981 – a year after Ford had replaced the MkII with the wimpy, front-drive Escort MkIII.

The Escort BDA was a mainstay of privateer rallying around the world, launching careers as did the Datsun 1600 before it and the Subaru WRX after.

Team Ford
FEV8H

# HOLDEN TORANA A9X

## 16

1979

The A9X was Australia's first true homologation special. And in hatchback form, it was dead sexy to boot.

The A9X 'Performance Equipment Package' option for the RTS-equipped LX-series Torana was launched in September, 1977. The rear floorpan was unique – being borrowed from the forthcoming UC-series – to accommodate a new, tougher GM 10-bolt axle. This brought rear discs and a broader catalogue of diff ratios, including a 2.60:1, Conrod-Straight special. Under the reverse-scooped bonnet race cars carried over the potent and proven L34 powerplant.

Privateer Peter Janson, partnered by Larry Perkins, was the best Bathurst '77 finisher, in third behind the Moffat Falcon hardtops' staged 1-2 finish. Peter Brock had put his A9X on pole, but in the race could manage no better than fourth.

The A9X made amends in 1978, finishing first, second and fourth. But the A9X will forever be about 1979, when it filled no fewer than the first eight places.

HOLDEN
Marlboro
05
BROCK
RICHARDS
Castrol
TAA
GTX
AC SPARK PLUGS
3XY
2SM

# AUTO UNION TYPE C

Dr Ferdinand Porsche founded his own engineering consultancy in 1930, just two years before Audi, Horch, DKW and Wanderer merged to become Auto Union. Scouting for work, he met with Auto Union's new bosses. Between them, they set about convincing Adolf Hitler to equally distribute the funds originally earmarked for Mercedes-Benz to prove Germany's engineering superiority.

For his 4.5-litre Auto Union Type A of 1934, Porsche turned to one of his unused 1931 designs: a massive, supercharged, 45-degree V16, with a single, central overhead camshaft operating all 32 valves via rocker arms.

The Auto Unions, through all their V16 iterations of 4.5, 5.0 and eventually the 387kW, 6.0-litre Type C of 1936, had an aluminium spaceframe and bodywork. Suspension was all-independent, novel for the time.

The intention of 1934's 750kg (dry) formula had been to restrain engine capacities and outputs. But nobody had reckoned on a near-infinite budget from Hitler, supercharging the development of exotic, lightweight titanium and alloys for the 'silver arrow' racers.

The Type C of 1936 tipped the scales at 825kg wet and ready to race. With awesome torque of 853Nm at 2500rpm, it could spin its rear wheels at virtually any speed. The Type C at least benefited from a new, ZF-built LSD.

# FERRARI 250 GTO

The GTO was developed from the already stunningly successful GT, a sturdily-built, long wheelbase car created specifically for long-distance circuit and road races. The GT won the gruelling Tour de France rally nine times in succession from 1956-'64.

A gorgeous, short-wheelbase version was developed in 1959 and went on to win its class at Le Mans. But Ferrari felt that aerodynamic changes were needed to improve high-speed performance. With the FIA's rule change from sports to GT cars for the 1962 World Championship of Makes, Ferrari set about designing an *omologato* version.

Chief race engineer Giotto Bizzarrini created an elongated nose, behind which sat a beautiful, Testarossa-sourced 3.0-litre V12 with six Weber carburettors and making around 225kW. The nose helped top speed, but did nothing to cure rear lift. The race team tacked on a crude, aluminium 'Gurney flap'. Later cars (of the 36 built) had an integrated ducktail by master coachbuilder Scaglietti.

The GTO enjoyed only a bitter-sweet year in 1962. It achieved its *raison d'etre* in winning the WCM, but lost its class at Le Mans to the similarly-shaped Shelby Cobra Daytona.

18
1962
TOTAL
TOTAL
24

19

1969

# FORD MUSTANG TRANS-AM

In 1968, a young, Australian-domiciled Canadian racing driver named Allan Moffat took on a job at Kar Kraft, Ford's in-house hot-shop in Michigan. There, he worked as test driver for the all-new 1968 Mustang Boss 302, built for the Trans-Am category.

A year later Moffat wrote to his old employer, asking for any old car they might have lying around. To his eternal gratitude, Ford put his name on one of only seven Mustang Trans-Ams to be built in 1969.

The Trans-American category had been launched in 1966 and quickly became the battlefield for Detroit's hugely popular pony-cars. The all-new '69 Boss 302 fastbacks, built by Nascar team Bud Moore, were aimed at recapturing Ford's Trans-Am crown from the dominant Mark Donohue's Penske-prepared Chevrolet Camaro Z28. Donohue had triumphed in 1968, and would also win in 1969. Parnelli Jones and George Follmer brought Ford the 1970 manufacturers' and drivers' title.

The 4.9-litre Boss 302 engine was an homologation special, a marriage of Ford's existing Windsor block and Cleveland heads. It featured race-friendly tech including solid lifters and widely-spaced, staggered valves. Road versions were rated at 216kW; Moffat's, with four 48 IDA Webers, had closer to 360kW.

The 'Stang debuted in its famous Coca-Cola colours at Sandown in May 1969, with three wins from three starts.

Moffat never won an Australian Touring Car Championship with the Trans-Am, though its record of 101 wins from 151 starts make this transplanted Yankee a true racing great.

ALLAN MOFFAT RACING
Coca-Cola
BP
BOSS 302

2

1988

# LANCIA DELTA INTEGRALE

The Lancia Delta first appeared as a modest, front-drive road car in 1979. In 1985, at the height of Group B rally mania, the boxy hatch became the unlikely silhouette for Lancia's ultimate rally weapon, the spaceframe-chassis, mid-engined, super/turbocharged, all-wheel drive Delta S4.

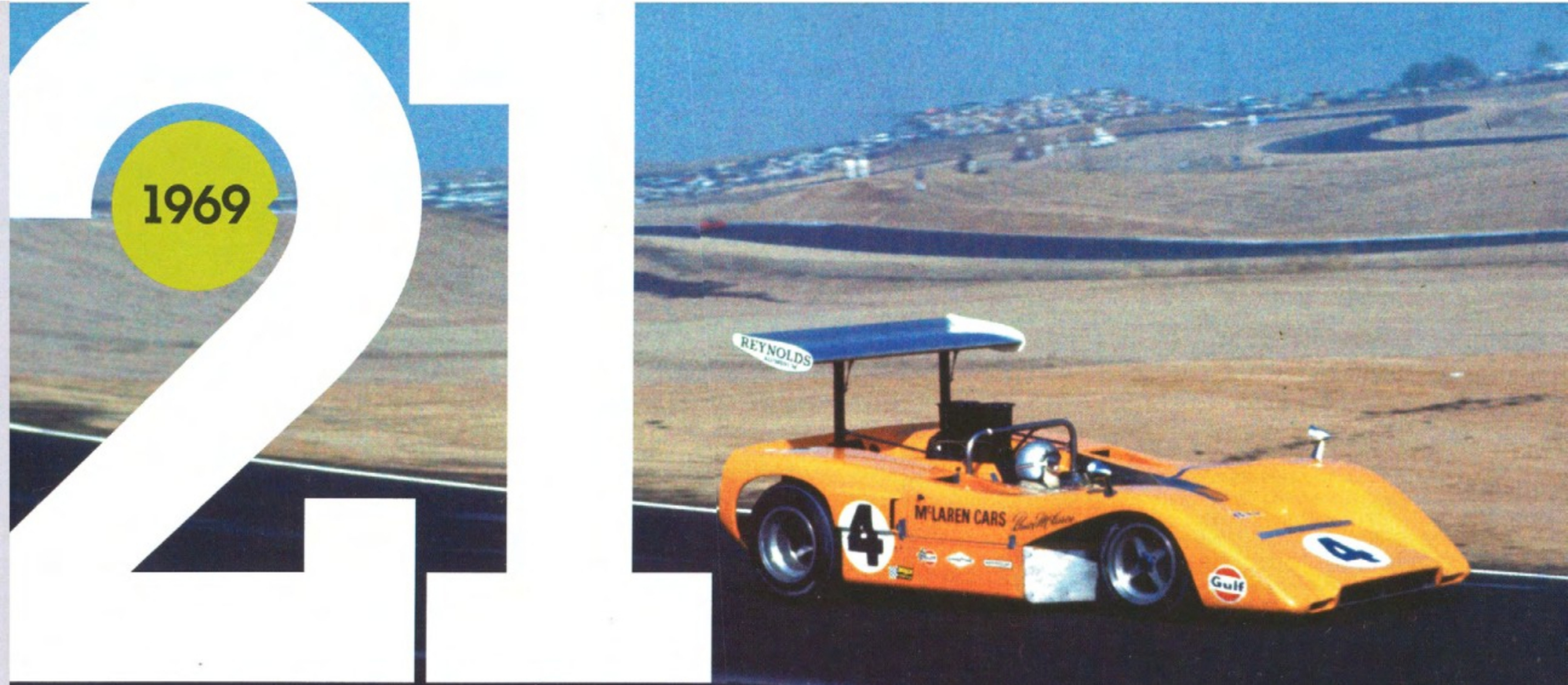
Unfortunately for Lancia, it would be the death of Henri Toivonen in an S4 that largely sealed the end of Group B. The category was canned at the end of 1986 and replaced with Group A, based far more closely on production models with 'homologated' competition parts.

Having seen the Group A writing on the wall, during '86 Lancia had already started work on an all-wheel drive Delta HF Turbo, with a viscous-coupled centre and Torsen rear diff.

Finnish ace Juha Kankkunen took the Martini-liveried Delta HF 4WD to the '87 title.

True greatness began with the homologation Delta Integrale, initially in 136kW 8-valve (1988) and subsequently 158kW 16-valve ('89) forms, and two Evolution guises thereafter.

With its pumped guards housing wider tracks, a turbo 2.0-litre transverse four up front and sophisticated engine and traction management systems, the boxy Lancia had its way for the first six years of Group A.


REYNOLDS
McLAREN CARS
4
Gulf

21

1969

# McLAREN M8B

The brute genius of Kiwi combination Bruce McLaren and Denny Hulme would win every Can-Am championship from 1967-'70, with 1971 recruit Peter Revson adding that year's title, too.

McLaren's success hit its zenith in 1969. The M8B was ample illustration of the boss's homespun engineering smarts, as applied to a formula that imposed almost no restrictions on experimentation.

Fundamentally, the M8B was a progression from the semi-monocoque 1968 M8A, designed by McLaren, Gordon Coppuck and Jo Marquart. The M8A had been revolutionary in Can-Am, borrowing from McLaren's F1 experience to incorporate the aluminium Chev V8 engine as a fully stressed member.

The 7.0-litre, 485kW (at 7000rpm) Chevrolet ZL-1 engine was an over-the-counter unit (it was optional for Corvette), rebuilt at McLaren's UK base by expat Californian, former rocket engineer and hot-rodder George Bolthoff. The M8B also sprouted a wishbone-mounted, high rear wing, though that practice would be banned by the FIA at the end of the season.

With strong, reliable power, light weight (750kg) and sorted handling, the M8B won all 11 of the 1969 season's 200-mile races. It would be Bruce McLaren's last title; he was killed testing the new, fixed-wing M8D.

Coca-Cola
BP
Ford

MARTINI RACING
MARTINI RACING
MARTINI
MICHELIN
MICHELIN
LANCIA
GARRETT TURBO
Fiat Lubrificanti

22

1984

COMMODORE
Marlboro
05
Castrol
AC Plugs Filters
FlyTAA
3XY
Rocktober

# HOLDEN VK COMMODORE

The long-dominant Holden Dealer Team of Peter Brock was determined to see out Australia's Group C touring car era with a bang. And the white-wheeled, dayglo-liveried VK Commodore, also destined to be the last to wear HDT's Marlboro sponsorship, would be forever known as the 'Last of the Big Bangers'.

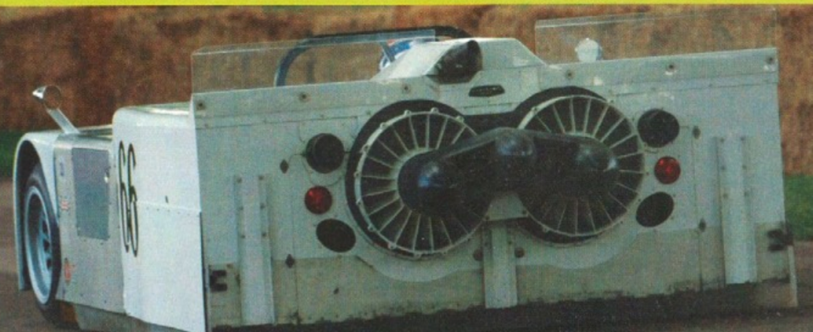
The two HDT VKs built to contest the final three rounds of the 1984 endurance championship developed around 302kW at 6500rpm from their 5.0-litre pushrod V8s, driving through a four-speed BW T10 gearbox. Years of familiarity with the engine, gearbox and drivetrain components (through both A9X and Commodore), and a healthy industry among talented engineers like (team driver) Larry Perkins and Ron Harrop, made available trick components ready to be bolted up.

Brock kicked off the new cars' career by winning the Castrol 500 at Sandown, the sister car of John Harvey/David 'Skippy' Parsons in third (behind the Allan Moffat/Gregg Hansford Mazda RX-7). At Bathurst, Brock and Perkins were blitzed for pole by the Nissan Bluebird of George Fury. But the next-best car, the sister VK of Harvey/Parsons, was almost 3.5sec back.

Brock went on to win the 1984 James Hardie 1000 by two laps from his team-mates. Dick Johnson had won that year's ATCC, but in book-ending Bathurst with victory at the Motorcraft 300 at Surfers Paradise in November, Brock had seen out the mighty Group C era in fine style.

23

1970



# CHAPARRAL 2J

Texan driver-engineer and oil baron Jim Hall had the conflicting reputations of being an innovative privateer engineer/racer, and a mere front for GM's backdoor racing activities. His all-white Chaparral cars were characterised by experimental aerodynamics, including the 1966 'flipper-wing' 2E.

The 2J's 'sucker' system, which comprised a 750cc JLO two-stroke snowmobile engine (independent of the 8.0-litre Chevrolet V8) driving a pair of extractor fans at the rear of the sliding-skirted bodywork, came about because of the ban on the practice of high-mounting rear wings directly to the suspension. Hall tried something different.

In 1970, Jackie Stewart debuted the 2J with the fastest lap and Vic Elford finished the season at Riverside qualifying 2.2sec faster than Hulme's title-winning McLaren M8D.

It was McLaren that protested most vocally against the 2J's fans, prompting a ban on the car after just one season.

# NISSAN SKYLINE GT-R R32

From the moment Nissan's 2.6-litre twin-turbo, all-paw, 4WS supercar arrived in Oz in 1989 – and was subsequently homologated for Group A – the Touring Car establishment sensed a dark shadow looming.

Gibson Motorsport, which had wrung major performance and race success from previous Skylines and the Bluebird Turbo, was quick and ruthless in establishing the R32's weak links and areas to be exploited.

Gibson's cars were fitted almost from the start with a trick, US-sourced Electramotive 'black-box' which allowed them greater tuning and higher boost operation. Gibson also developed its own six-speed gearbox with specialist Holinger Engineering.

By early-1991 the Skylines were forced to carry 110kg more than the Commodores and 260kg more than the Sierras. Even so, Jim Richards and Mark Skaife finished 1-2 in the first five rounds of the 1991 ATCC. In October 'Godzilla' became the first Japanese car to win outright at Bathurst.

In 1992, it was further nobbled with more weight and reduced boost (to 1.3 bar). But in one of the most controversial Bathurst races in history, Richards and Skaife were again awarded the victory.

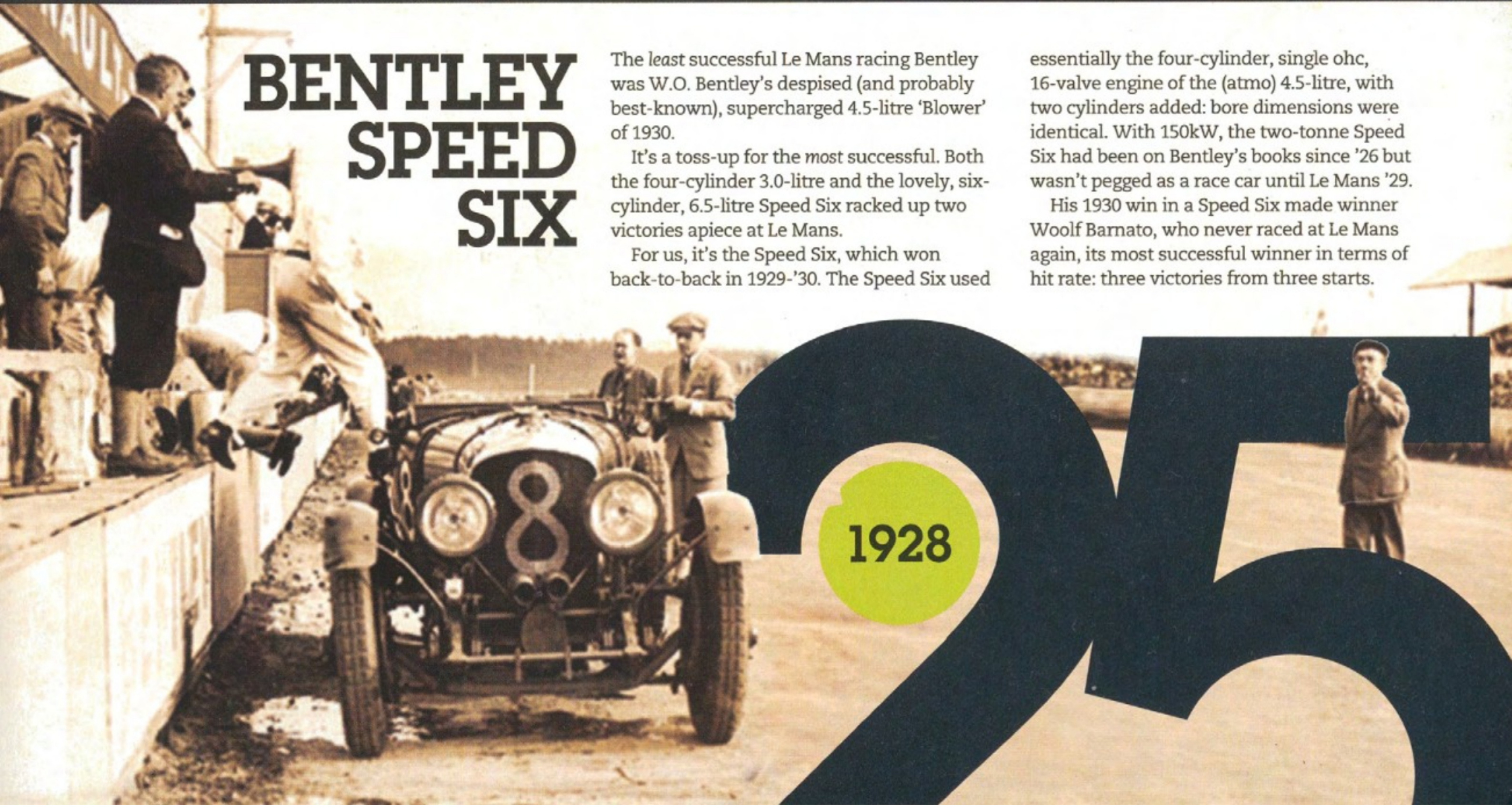
# BENTLEY SPEED SIX

The *least* successful Le Mans racing Bentley was W.O. Bentley's despised (and probably best-known), supercharged 4.5-litre 'Blower' of 1930.

It's a toss-up for the *most* successful. Both the four-cylinder 3.0-litre and the lovely, six-cylinder, 6.5-litre Speed Six racked up two victories apiece at Le Mans.

For us, it's the Speed Six, which won back-to-back in 1929-'30. The Speed Six used essentially the four-cylinder, single ohc, 16-valve engine of the (atmo) 4.5-litre, with two cylinders added: bore dimensions were identical. With 150kW, the two-tonne Speed Six had been on Bentley's books since '26 but wasn't pegged as a race car until Le Mans '29.

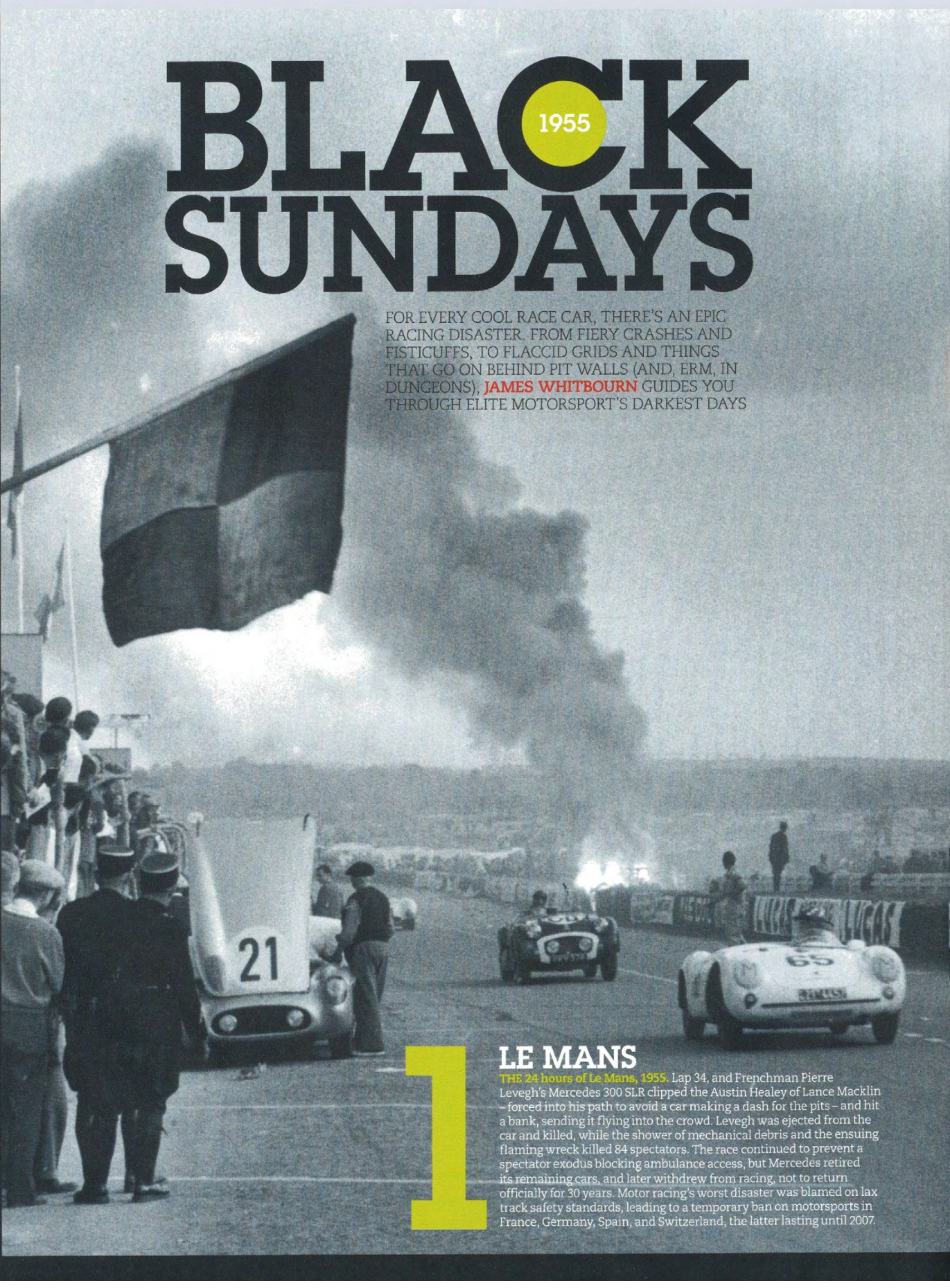
His 1930 win in a Speed Six made winner Woolf Barnato, who never raced at Le Mans again, its most successful winner in terms of hit rate: three victories from three starts.



# BLACK SUNDAYS

1955

FOR EVERY COOL RACE CAR, THERE'S AN EPIC RACING DISASTER. FROM FIERY CRASHES AND FISTICUFFS, TO FLACCID GRIDS AND THINGS THAT GO ON BEHIND PIT WALLS (AND, ERM, IN DUNGEONS), **JAMES WHITBOURN** GUIDES YOU THROUGH ELITE MOTORSPORT'S DARKEST DAYS



## 1

## LE MANS

**THE 24 hours of Le Mans, 1955.** Lap 34, and Frenchman Pierre Levegh's Mercedes 300 SLR clipped the Austin Healey of Lance Macklin – forced into his path to avoid a car making a dash for the pits – and hit a bank, sending it flying into the crowd. Levegh was ejected from the car and killed, while the shower of mechanical debris and the ensuing flaming wreck killed 84 spectators. The race continued to prevent a spectator exodus blocking ambulance access, but Mercedes retired its remaining cars, and later withdrew from racing, not to return officially for 30 years. Motor racing's worst disaster was blamed on lax track safety standards, leading to a temporary ban on motorsports in France, Germany, Spain, and Switzerland, the latter lasting until 2007.

2

## GERMAN GP 1976

**The Nürburgring, 1976,** and Austrian driver Niki Lauda reluctantly started the German GP after a failed attempt to boycott the circuit due to safety concerns. On lap two his Ferrari 312T2 left the track due to a suspension failure and was hit by Brett Lunger's Surtees-Ford. Trapped in his car, Lauda suffered severe burns to the head. Six weeks later, Lauda miraculously – and bravely – returned to racing, finishing the season second by a single point.

3

## GROUP B RALLY 1986

**Group B Rally** was one of the most dangerous eras in motorsport; the 1985 Tour de Corse saw Attilio Bettega killed in his Lancia 037, and the following year's Portuguese Rally saw Joaquim Santos' Ford RS200 kill three spectators and injure more than 30. But it was the fiery death of Henri Toivonen and co-driver Sergio Cresto in their S4 at the 1986 Tour de Corse that brought an immediate close to the Group B chapter, and cemented its legendary status.

4

## SAN MARINO GP 1994

**The 1994 San Marino GP** at Italy's Imola circuit was one of Formula One's blackest. Friday qualifying saw Rubens Barrichello crash heavily; the next day Austrian driver Roland Ratzenberger was killed. An upset Ayrton Senna started from pole, but a startline incident saw fans injured by a flying wheel. A lap after the restart Senna speared off the track and hit a concrete wall at over 200km/h. He was airlifted to hospital where he was declared dead.

5

## TIN-TOP TRACK RAGE

**Not all motorsport** low points focus on high-speed smashes and raging infernos; some spark from raging tempers. Like the time Tony Longhurst and Paul Morris' BMW super tourers locked wheels during an overtaking move at Winton in 1994 putting them both into the wall, and Longhurst's fist repeatedly into Morris' helmet. Or the infamous Richo vs Pack of Arseholes at The Mountain in 1992. Or Skaife vs Ingall at The Creek in 2003...

6

24
25
26
27
28
29
30
31
32
33

## UNITED STATES GP 2005

**Formula One has never enjoyed** the popularity Stateside that it does in Europe, and the controversial Indianapolis Grand Prix of 2005 did nothing to help. After several tyre failures, in particular the left-rear failure apparently responsible for Ralf Schumacher's high-speed crash in Friday qualifying, Michelin advised teams its tyres weren't safe to race on. Result: the 14 cars on Michelin rubber pulled out, leaving just six Bridgestone-shod runners...

7

follow
PETER
BROCK

## LONG LIVE THE KING 2006

**No Aussie race fan** will forget the 8th of September 2006; the day a country lost its King of the Mountain. Peter Geoffrey Brock was competing in the Targa West Rally in Western Australia, when his Daytona Coupe left the road on a downhill left-hander and hit a tree, killing the 61-year-old instantly. The Bathurst 1000 a month later was a tribute to Brock, but was sadly overshadowed by the death of New Zealand driver Mark Porter.

8

## LUCKIEST MAN ALIVE 2007

**Safety, thankfully, has come a long way** since motorsport's beginnings, and there's no better example than this: Victorian drag racer Phil Lamattina was competing at the Australian drag racing national championships at Queensland's Willowbank Raceway in 2007 when the front of his Top Fueler's chassis broke off at near 500km/h, sending it skywards, then into a barrier in flames. Lamattina climbed from the intact cockpit as good as new.

9

## SPANK YOU 2008

**By the noughties** the most shocking motor racing incidents, it seemed, were no longer happening on the ultra-fast corners of the world's deadliest tracks (incidentally, they are: Indy, The Nür, Monza, Daytona, and Le Mans, in that order). In 2008 it was FIA president Max Mosley's sado-masochistic sexy times with five ladies of the night (and much of the day too, apparently) with (alleged) Nazi themes that proved the controversy of the year. Erm ... decade.

10

## CRASH ORDERS 2009

**... until the following year.** Crashes were again at the centre of a motor racing scandal, but now it wasn't the severity of the stack that was disturbing, it was the fact the 'accident' was, let's say 'bespoke'. Brazilian driver Nelson Piquet jnr crashed during the 2008 Singapore GP, however it surfaced after his acrimonious split with Renault that team principal Flavio Briatore had ordered him to stick it in to help his teammate Fernando Alonso win the race.

# CURTAIN RAZER

**WORDS** MIKE DUFF **PHOTOS** TOM SALT

AN AILING MID-'80s SKODA STRUGGLES TO RETRACE ITS ROOTS BACK THROUGH THE ONCE-FORTIFIED IRON CURTAIN OF EASTERN EUROPE, MAKING FOR A ROAD TRIP THAT'S A COLD WAR OF ATTRITION FOR BOTH CAR AND DRIVER

ГОСПОДИ! ПОМОГИ МНЕ ВЫЖИТЬ
ЕДИ ЭТОЙ СМЕРТНОЙ ЛЮБВИ.
TT. HILF MIR. DIESE TÖDLICHE LIEBE ZU ÜBERLEBEN

**AS IT TURNED** out, finding the Skoda was the hardest part. I wouldn't say the rest of the adventure was exactly a doddle – travelling into the former Soviet Union, getting into an abandoned ballistic missile base and then talking our way out of imprisonment in the Czech Republic. But it was certainly easy compared to the near-impossible task of finding a proper, Commie-built, rear-engined Skoda for the journey.

And yes, it had to be a Skoda. This is a story about the end of the Cold War and the fact that, 20 years on, you can drive across what was then the most heavily fortified border in the world without even waving a passport. But it's also a celebration of Communism's most original mass-market car, a product of the only one of the eastern Bloc car brands to have thrived under capitalism.

Tens of thousands of rear-engined Skodas were sold in western Europe, earning Czechoslovakia some much-needed hard currency. But almost none have survived. Below FSO, below even Lada – Skoda came right at the bottom of the automotive food chain. This was the car that kept a generation of second-string comedians in third-rate laughs. What do you call a Skoda with twin exhausts? A wheelbarrow.

It takes two days of solid internet surfing to dig up a single likely-looking road trip candidate, lurking in an obscure German classic car website. It turns out to be the car you see here.

Several weeks, a flight across Europe and a long train ride later, photographer Tom Salt and I are waiting with bated breath in a village about 80km from downtown Berlin. Barn doors are pulled open to reveal the Skoda 105L that we've agreed to buy from a guy called Jan, sight unseen, for the princely sum of €800 – A$1300 at current exchange rates. That's top dollar for a 1985 Skoda, but the valuation is underwritten by the assurance that the car has recently passed Deutschland's notoriously tough 'TUV' compliance test.

There's no backing out. German bureaucracy means that I've become the registered keeper of the Skoda before I've even seen it. Licence plates aren't transferred between owners so I've already had to spend a morning with Jan at the local registration office doing the paperwork and investing another €150 in the set of *ausfuhrkennzeichen* – export licence plates – which should allow me to drive the car around Europe.

Fortunately the Skoda starts first time, filling the barn with a thin blue pall from its non-catalysed exhaust. There's just time to grin-and-handshake for a couple of photos and then we're off, heading towards Berlin, where we're planning to party like it's 1989.

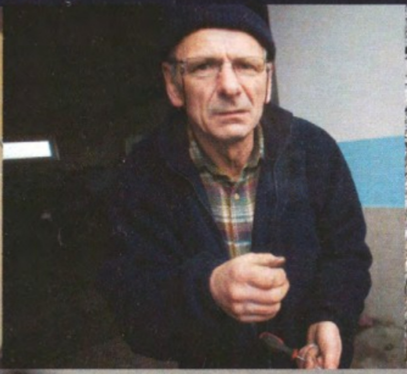
First impressions: the Skoda is pretty much the slowest thing I've ever driven. And that's a list that includes a Segway, an electric milk float and several donkeys. Power, such as it is, comes from a rear-mounted 1.0-litre engine that seems to generate more noise than propulsion. In its prime it was capable of delivering 33kW – and a 19.8-second 0-100km/h time. Now it feels a fair bit blunter.

Driving it absolutely flat-out, throttle pedal welded to the front bulkhead, we can barely keep up with urban traffic. It doesn't help that second gear appears to be missing, the transmission responding to any requests for it with a noise like a bolt in a blender. Pluses? Well the unassisted steering has a nice feel and weight once you get used to the half-turn of deadness around the straight-ahead position. And the cabin is, even at this early stage, surprisingly spacious and comfortable. But it

EVENTUALLY AN OLDER GUY IS SUMMONED, PROBABLY FROM RETIREMENT. IT TAKES IL COMMANDATORE 30 SECONDS TO DIAGNOSE A BLOWN CAPACITOR

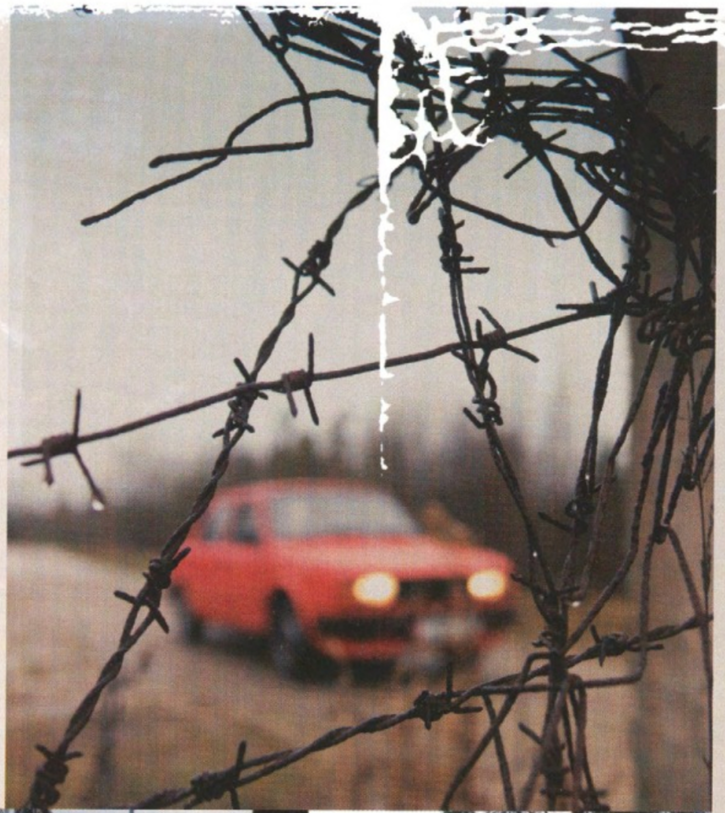
ONLY ANOTHER SIX HOURS OF DISTRIBUTOR MODIFICATIONS AND SHE'LL BE GOOD AS NEW

...hier sofort
AUTOSCHILDER
ab 5 Euro!!!
B AB666
Nur hier Sofort +
Preiswert !!!!
B 1344 L



ABOVE: DUFF PROUDLY DISPLAYS THE SKODA'S NEW EURO-COMPLIANT PLATES. PRISON STAMPING FACILITY NOT PICTURED

BELOW: RORTY 1.0-LITRE SKODA RIPS TO 100KM/H IN LESS TIME THAN IT TAKES YOU TO READ THIS MAGAZINE



already feels like this is going to be a long, long drive.

Berlin isn't a city in love with its past. A perpetual forest of construction cranes hangs over the place, intent on rebuilding it in glass and steel so that it can look like everywhere else in Europe. You need to know where to look to find evidence of the city's frontline status in the Cold War.

Berlin was a city divided – half Communist, half free – the whole surrounded by the DDR or German Democratic Republic which, despite its name, was a Marxist state. The Berlin Wall was part of the network of barriers created by the DDR to try and stop its population from escaping to the decadent west, where they were presumably lured by the promise of Mercedes-Benzes and David Hasselhoff LPs. By the 1980s it was a vast fortification consisting of a high concrete barrier with guard towers, minefields, attack dogs and an open 'death strip' to make it easier for marksmen to shoot anyone attempting to escape. In total the DDR killed about 1100 of its own citizens as they tried to flee the country.

And, on November 9, 1989 the whole network became suddenly, obviously pointless as the DDR Government responded to massive popular protests by opening the border.

The wall didn't survive for long. Twenty years on, we're having difficulty finding enough to serve as backdrop for our pictures. It was chipped away with everything from sledgehammers to pocket knives as people flocked to grab a souvenir. Later on, both it and the 1800km barrier that divided East and West Germanys were systematically razed to the ground. There are few places you can even see evidence of where the wall existed, although in Berlin a kilometre or so has been preserved for posterity, now covered in right-on artwork.

At least there's a thriving industry dedicated to fleecing tourists around the former Checkpoint Charlie, one-time border between the Russian and American sectors. Blokes in GI uniform charge tourists to take pictures and shops sell DDR-branded tat. The place is bustling and our choice of retro Commie ride means that many of the tourists seem to think that we're part of the act. It's not long before the Skoda is being mobbed by a camera-toting horde. It responds to the attention like a bad dog, overheating and piddling bright green coolant onto the street. Clearly it's time to start heading east.

Day two starts with a whimper. With the Skoda running well we opted to stop just over the Polish border in one of the few motels that isn't a thinly disguised brothel. But with 700km to get to the Lithuanian border, and just a day to do it in, we're up for an early start.

The Skoda isn't. It refuses to fire up, the engine seeming to almost catch before dying again. Before long the battery's cranked flat. Two helpful Lithuanians take pity, have a poke under the bonnet and then try to bump-start the Skoda by towing it behind their VW van. No joy; there's nothing to do other than accept a rope to take us to the local garage.

The day becomes one of boredom and frustration. We're dropped off at a backstreet garage where three mechanics argue loudly about what's gone wrong. Eventually an older guy is summoned, probably from retirement. It takes Il Commandatore 30 seconds to diagnose a blown capacitor, and then about 15 minutes to vent his opinion of his minions' talents in what sounds like colourful Polish expletives. The problem, as communicated by sign language, is that there isn't a spare or any chance of getting one today. Eventually the old guy sets about

THERE'S NO SPY NOVEL DRAMA AT THE BORDER. THERE'S PRETTY MUCH NOTHING AT THE BORDER – JUST A SINGLE, UNINTERESTED CUSTOMS OFFICER WHO WAVES US THROUGH

THE WELCOMING ENTRANCE OF PLOKSTINE MISSILE BASE. PLEASE CHECK LIGHTERS AND FLAMMABLES AT THE GATE rebuilding our entire distributor to work with another, completely different capacitor.

He eventually manages to make it work. But the process takes hours of drilling and filing, during which time there's nothing to do but marvel at the spectacular accidents that have claimed some of the cars parked in the yard awaiting stripping. By the time the Skoda bursts back into life it's long-since dark outside and we've lost an entire day.

There's no alternative. We're going to have to drive through the night. Which, to be honest, is probably the best way to see Poland. Despite its location at the heart of new, improved Europe, Poland possesses road infrastructure that would not be out of place in a third-world country, and most of the major routes suffer from chronic traffic problems during the day. The Skoda's maximum comfortable cruising speed is about 100km/h – just fast enough to keep us out of the way of the lumbering trucks that make up the rest of the nocturnal traffic. Stopping only to buy fuel and Red Bull we drive for 10 hours straight. The Skoda doesn't miss a beat.

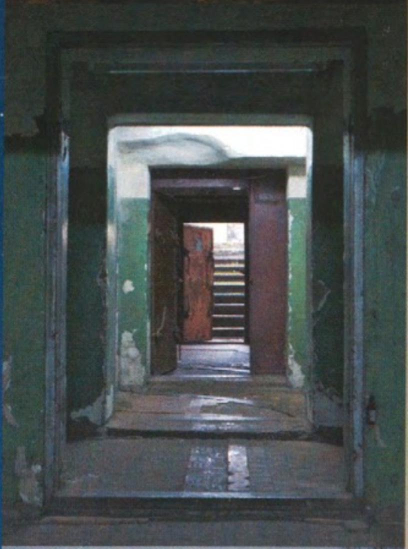
A new dawn, a new day – and another new country. Lithuania was never more than a reluctant part of the Soviet Union. It was annexed by the USSR in 1940, and it's been proudly and fiercely independent since it seceded in 1990. But during its time as a Socialist Republic, Lithuania's Baltic coast and forests meant it was the perfect location for the secret bases that housed the nuclear missiles aimed at western Europe as the Cold War heated up. Which is what brings us here. There's no spy novel drama at the border. There's pretty much nothing at the border – just a few signs and a single, uninterested customs officer who waves us through. And it's as easy as that: we're back in the USSR.

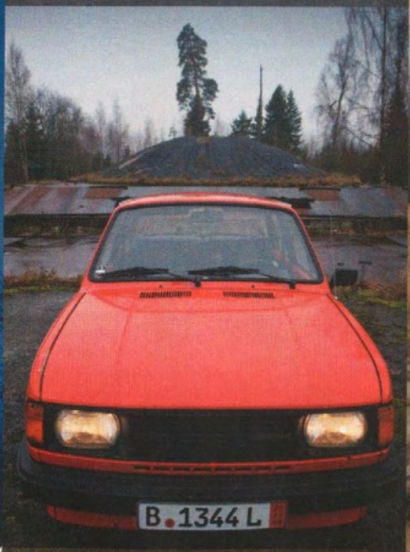
Over the long night drive the Skoda has proved itself to be a surprisingly comfortable place to spend time. The seats lack anything approaching lateral support but their squashy form and sunken springs are surprisingly supportive of the slumping posture that comes with long, slow journeys. More surprising is the fact that, once cruising speed is reached and the throttle can be eased, the engine noise at the back fades and the car becomes decently quiet. It's good on fuel, too – as befits its thrifty Commie roots. Despite being driven pretty much as fast as it will go across Poland we've managed about 6.5L/100km. Another old Skoda joke disproved: How do you double the value of a Skoda? Fill it with fuel.

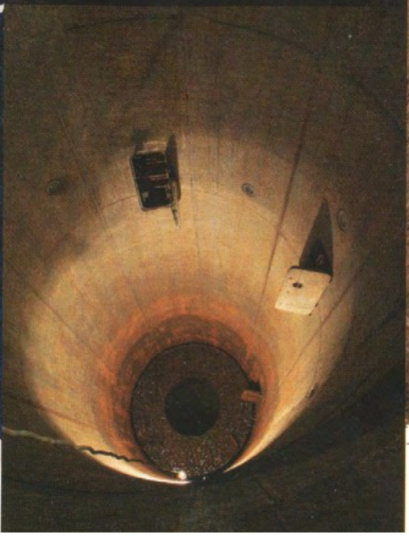
We make a brief stop at Lithuania's least-likely tourist destination: Stalinworld. The place was built by an eccentric mushroom farmer to remind his fellow Lithuanians just what life was like under Communism. It features dozens of statues of prominent Marxists, saved from destruction after the collapse of the USSR. There's also a cafe, a mocked-up prison camp for dissidents and various bits of decommissioned military ordnance for the kids to mess around on. A perfect family day out.

Lithuania boasts a freeway network that puts Poland to shame, and we're soon heading west on the fast, quiet dual carriageway towards Plokstine, which – as befits the location of a secret missile base – is pretty much in the middle of nowhere. The last 50km are on minor roads, with scenery consisting of forests, lakes and rain clouds. Lithuania was the Soviet equivalent of Sweden or Norway, sharing both its Baltic climate and gloomy national temperament. Apparently the suicide rate here is one of the highest in the world.

Eventually we find ourselves on a gravel track which





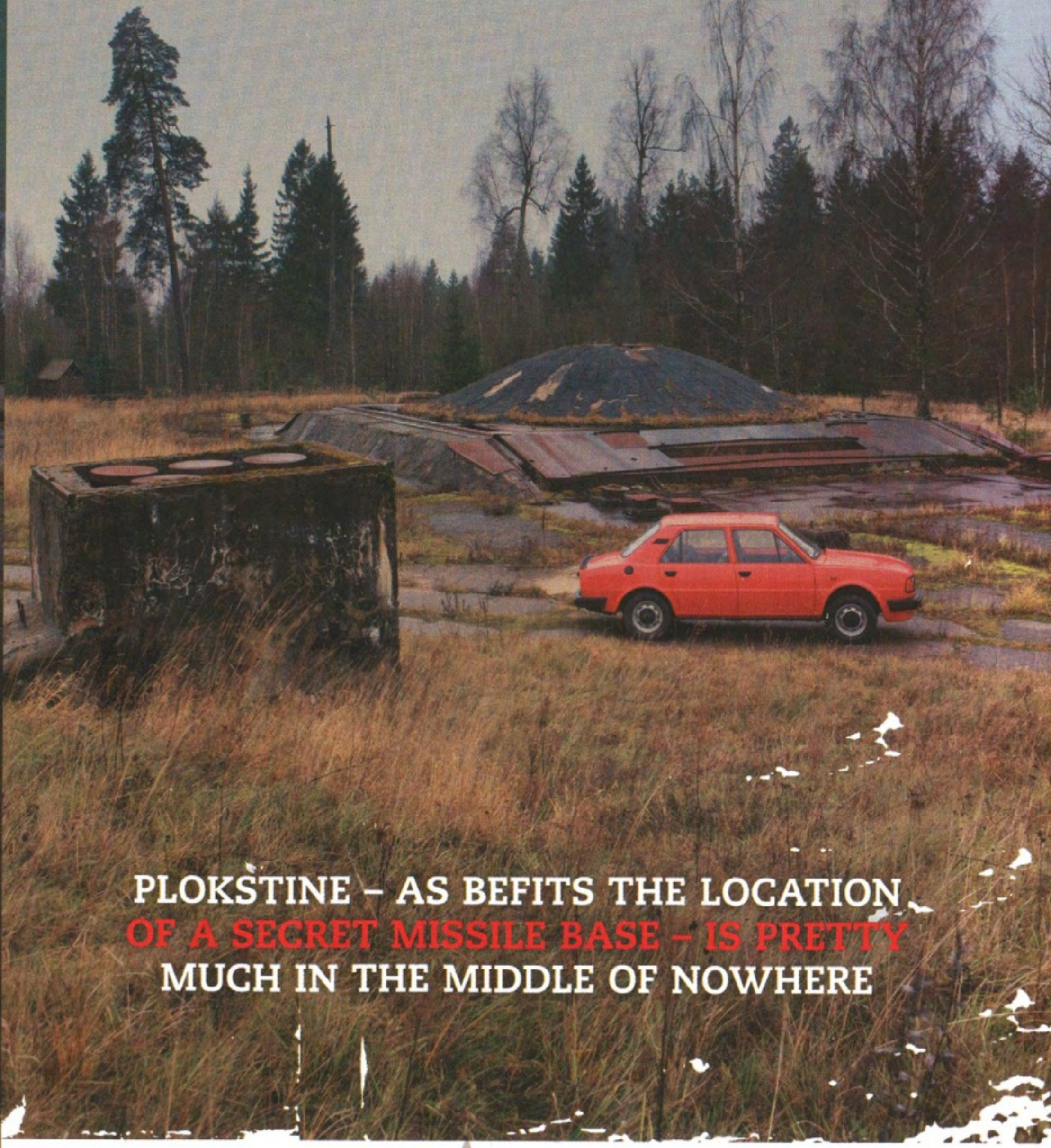


## GOING BALLISTIC

Nuclear war was a serious business. By the late 1950s, both the Soviets and the western allies had worked out that the biggest strategic risk was the pre-emptive strike: getting in first and wiping out your opponent's nuclear arsenal. The answer was the long-range ballistic missile. These could fly high and fast enough to avoid fighter interception and launched from underground silos or submarines – both of which were likely to survive a first-wave strike.

Plokstine was one of the first wave of Soviet missile bases. Construction began in 1960, with the ground excavated for four 30m-deep silos, a control bunker, a massive generator and accommodation for nine officers and 22 men built under a hardened concrete shell. Each silo contained an R-12 Dvina missile, powered by a volatile mixture of kerosene and nitric acid. Each missile had a range of 2000km, putting all of western Europe within reach, and they carried anything up to a 2.3 megaton warhead. That's the explosive power of 2.3 million tons of TNT.

Plokstine was decommissioned in the late '70s as the USSR moved to longer-range missiles that could be launched from mobile transporters – although our local guide assures us we'd still likely have been shot if we'd been found looking around here 20 years ago. Enterprising locals have stripped almost anything of value out of the place, including the vast aluminium tanks – that once held the nitric acid fuel – and most of the engine block of the backup generator. There's still plenty to see, including one silo that's been pumped out (the others are flooded). It's now a somewhat unlikely tourist attraction – and shortly to be turned into a fully-fledged 'Museum of Militarism'.



PLOKSTINE – AS BEFITS THE LOCATION OF A SECRET MISSILE BASE – IS PRETTY MUCH IN THE MIDDLE OF NOWHERE

finally leads to the missile base. Here we spend a fun morning exploring what must be one of Europe's coolest tourist destinations. Then it's time to retrace our steps to Warsaw and head into the Czech Republic for our final stop, the Skoda factory where our car was built. It's a nightmare journey, 36 hours of blood, sweat and tears – or at least, spilled coolant as the 105's overworked radiator rebels against Poland's horrendous jams.

Lumbering trucks and crazy congestion mean that we barely average 50km/h, so it's midnight by the time we get to Prague and we soon wish we hadn't bothered. With an appointment at the Skoda factory early the following morning we just want to find a hotel and start blowing Zs, but the local constabulary has other ideas. We're ambushed by a neat trap – driving past what turns out to be a no entry sign (in Czech) to turn around in an empty bus station. Cue a three-sided conversation as a policeman and a policewoman debate whether to fine or imprison us for this heinous crime. After much debate, they decide on a fine: the amount turning out to be negotiable according to how much cash we've got on us. We settle for the equivalent of €20. It's gone two by the time we get to bed.

Journey's end is Mlada Boleslav, an industrial town 40km north of Prague. Our Skoda was made here 24 years ago, and the same factory – now part of the Volkswagen empire – is now making the Octavia. We borrow an Octavia RS for some shots and, as I try to start it to move it into position, there's nothing more than an angry buzz. It takes me a couple of seconds to work out what's gone wrong. The engine's already running. After five days listening to the 105, I couldn't tell.

**SKODA 105L (1985)**
**Engine:** 1046cc four-cylinder, 8v, ohv
**Location:** rear, transverse-mounted
**Transmission:** four-speed manual, rear-wheel drive
**Power:** 33kW @ 4800rpm
**Torque:** 73Nm @ 3000rpm
**Length/width/height:** 4200mm/1610mm/1400mm
**Wheelbase:** 2400mm
**Kerb weight:** 855kg
**0-100kmh:** 19.8sec (claimed)
**Top speed:** 130km/h
**Numbers produced:** 840,561 (1976-1989)

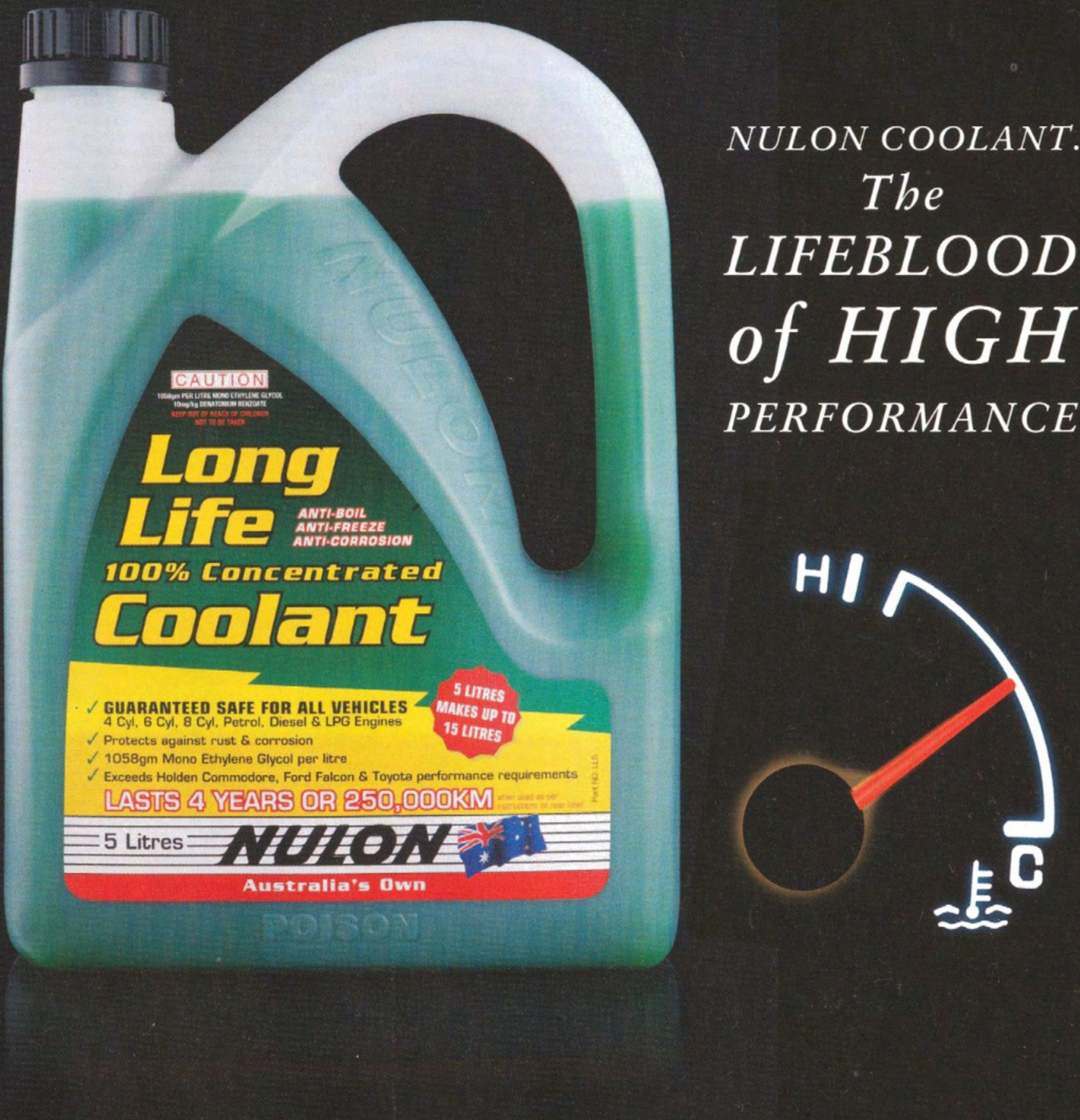
Our vintage Skoda produces a strange reaction among the local Czech drivers. They drive as if we're not there, almost forcing us off the road as they surge past, cut in and generally look straight through this well-preserved example of what remains – with due deference to its modern successors – the local factory's most iconic design.

There's little sentimental regard for old cars here and, to many, the 105 is a symbol of a hated regime, an era that most Czechs either want to forget or are too young to remember.

But for its many flaws, the rear-engined Skoda is a car that deserves to be remembered. Hell, this was as close as Communism got to producing a design as iconic as the original VW Beetle. And although our car was built from the cheapest materials to serve as low-cost transport, it possessed a character and a charm that none of its Commie contemporaries managed. It's not a great car by any accepted definition of the term, but I know this will remain one of the most memorable journeys I'll ever make.

**THE SKODA 105 IS A SYMBOL OF A HATED REGIME, AN ERA THAT MOST CZECHS EITHER WANT TO FORGET OR ARE TOO YOUNG TO REMEMBER**

*Right Choice... First Time... Every Time.*


CAUTION
Long Life
ANTI-BOIL
ANTI-FREEZE
ANTI-CORROSION
100% Concentrated
Coolant
5 LITRES MAKES UP TO 15 LITRES
✓ GUARANTEED SAFE FOR ALL VEHICLES
4 Cyl, 6 Cyl, 8 Cyl, Petrol, Diesel & LPG Engines
✓ Protects against rust & corrosion
✓ 1058gm Mono Ethylene Glycol per litre
✓ Exceeds Holden Commodore, Ford Falcon & Toyota performance requirements
LASTS 4 YEARS OR 250,000KM
5 Litres
NULON
Australia's Own
POISON
H
C

*NULON COOLANT.*
*The*
*LIFEBLOOD*
*of HIGH*
*PERFORMANCE*

Nulon Long Life Concentrated Coolant is quite simply the ultimate cooling system protection for your car. Providing superior anti-freeze, anti-boil and anti-corrosion performance for 4 years or 250,000 kms and guaranteed in all makes and models, it'll keep its cool under the most demanding conditions. Demand the best. Demand Nulon.

NULON
**Australia's Own**
**www.nulon.com.au**

# RON DENNIS

YOU'D NEED BOTH A HEAVYWEIGHT ACCOUNTING DEGREE AND UNPRECEDENTED ACCESS TO McLAREN'S BOOKS TO WORK OUT EXACTLY WHAT AN HOUR OF RON DENNIS'S TIME IS WORTH. BUT WITH *THE SUNDAY TIMES* RICH LIST ESTIMATING HIS NET VALUE AT £87M – A$154M AT CURRENT EXCHANGE RATES – YOU CAN GUARANTEE THAT 60 MINUTES WITH THE EXECUTIVE CHAIRMAN OF McLAREN AUTOMOTIVE ISN'T GOING TO BE CHEAP.

**WORDS** MIKE DUFF **PHOTOS** GETTY + CAR ENTHUSIAST + MARK FAGELSON

YET FOR THIS interview he gave us nearly two and a half hours of exclusive access. In an industry where you often have to bid months in advance to get 20 minutes with a big hitter, that's a refreshing change. But then, Ron Dennis does have plenty of record to set straight.

The raw facts of his career are impressive enough. Dennis was an F1 mechanic at the age of 18 and was heading McLaren by his 33rd birthday. He took the team to seven constructors' championships and 10 drivers' titles, managing the disparate talents of Alain Prost, Ayrton Senna, Mika Häkkinen and Lewis Hamilton along the way. He also led McLaren into road cars, signing off the creation of the F1 and then – a decade later – persuading Mercedes to entrust his firm with the development of its own vanity-hypercar, the SLR. Now he's stepped down from running the F1 team to be boss of McLaren Automotive, intent on turning the company into a fully-fledged sports car manufacturer.

> “ I ALWAYS THOUGHT, FROM DAY ONE, THAT WINNING RACES WAS JUST DOING YOUR JOB ”

Oh, and in case you've forgotten, he was also on the bridge when McLaren got hit with the biggest fine in the history of motorsport – the $100m levelled in the aftermath of the 'Spygate' affair.

With the exception of the nine-figure sanction, it's a CV to rival that of Enzo Ferrari or Colin Chapman. But Dennis's downbeat public persona has often led people to view him as being less than the sum total of his considerable achievements. His reputation has always been of a careful corporate player, sitting steely-eyed on the pit wall and carefully remembering to thank sponsors afterwards. It's an impression reinforced by his tendency, whenever a microphone is near, to give long-winded and cautiously-phrased answers to questions. The F1 paddock even coined an expression for it: 'Ronspeak'.

But in his domain – the office that sits at one end of McLaren's magnificent Technology Centre – Dennis is far more relaxed. Up close he possesses an intense, focused charisma that doesn't come across on TV – and evidence that a dry sense of humour lurks somewhere in there. So how does he respond to criticism that he lacks passion?

"I wouldn't say it was criticism, I'd say that observation would be a little fairer," says Dennis, with a wry smile. "I can completely understand, but I can answer it simply: I've never seen an angry person effect good judgment. It's a luxury you can't afford because it makes you weak."

The other strand of Dennis's public persona is that of a driven perfectionist, a man who famously ordered the F1 team's trucks to be parked in Grand Prix paddocks with millimetre-perfect precision.

"I always thought that winning races was just doing your job," he admits. "After that it was a question of how did you win a race, how immaculate was the car, how polished was the driver? How did we present ourselves: did that constitute a good magnet to invest in us?"

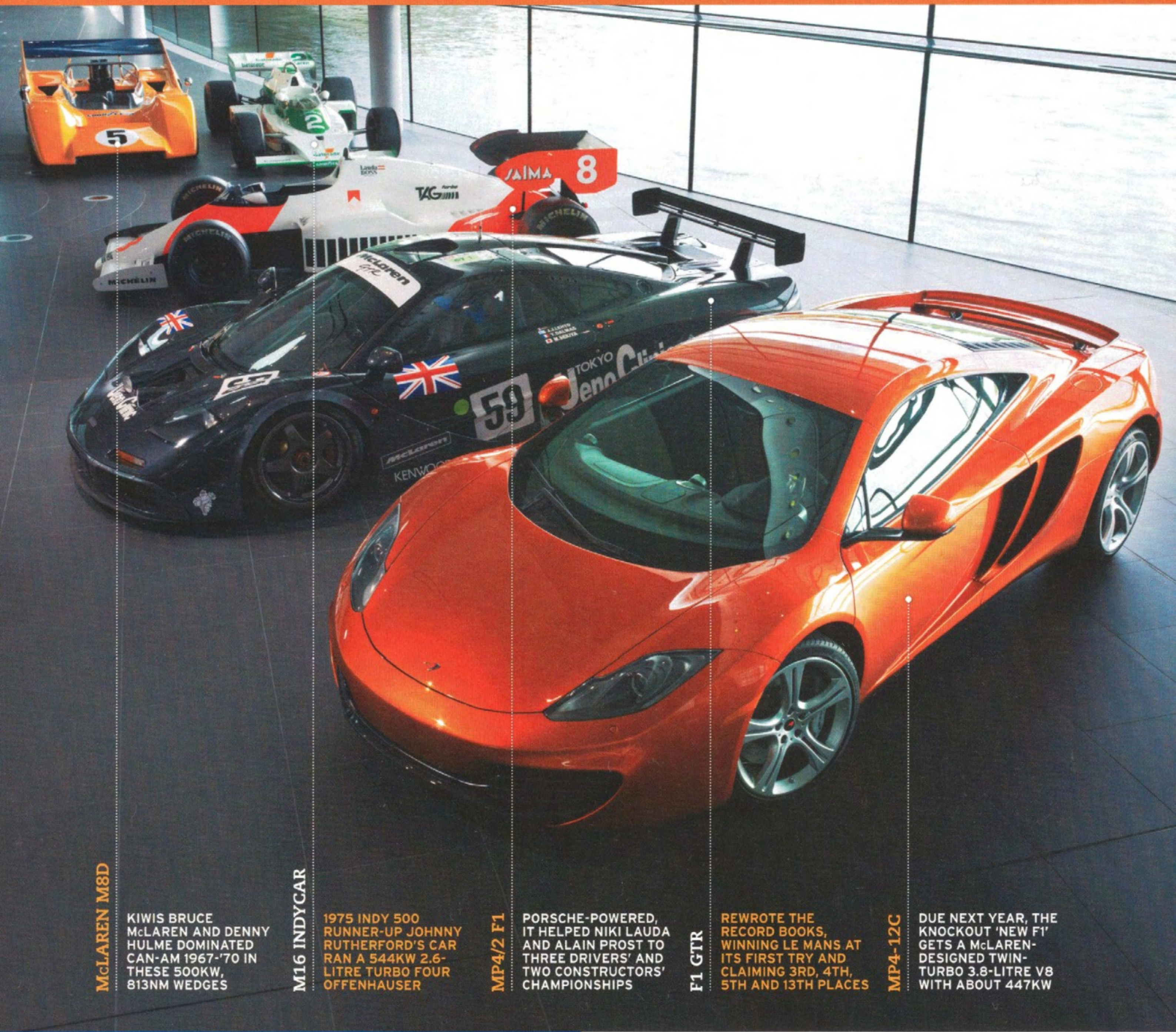
Dennis tends to pause before delivering his answers. The next question – an apparently simple one – produces one of the longest hesitations: do you regard yourself as a Formula One fan?

"I was a fan of the challenge," he says, carefully. "It's totally and utterly addictive."

Another of the keys to McLaren's success under Dennis has been his ability to develop and nurture drivers and engineers. There have been some notable failures – Fernando Alonso's tempestuous year (2007) with the team probably the best example. But does Dennis agree that his ability to spot talent – including that of his successor as F1 boss, Martin Whitmarsh – has been vital to the team?

"All you're describing is one of the qualities you need to have as an entrepreneur and if you asked me what I wanted written on my tombstone I'd say 'Ron Dennis, 1947 to so-and-so, one of the world's greatest entrepreneurs', not anything to do with motor racing. When you harness talent, by being persuasive, or offering better working conditions, or promising people levels of commitment they might not have experienced before, then you are being entrepreneurial. What you're doing is putting together the components of success."

Time to skip to 2007 – McLaren's nightmare season. Schumacher had retired and McLaren had a strong car and what looked like the dream combo of world champ Alonso and fancied newcomer Lewis Hamilton. But then



**McLAREN M8D**
KIWIS BRUCE McLAREN AND DENNY HULME DOMINATED CAN-AM 1967-'70 IN THESE 500KW, 813NM WEDGES

**M16 INDYCAR**
1975 INDY 500 RUNNER-UP JOHNNY RUTHERFORD'S CAR RAN A 544KW 2.6-LITRE TURBO FOUR OFFENHAUSER

**MP4/2 F1**
PORSCHE-POWERED, IT HELPED NIKI LAUDA AND ALAIN PROST TO THREE DRIVERS' AND TWO CONSTRUCTORS' CHAMPIONSHIPS

**F1 GTR**
REWROTE THE RECORD BOOKS, WINNING LE MANS AT ITS FIRST TRY AND CLAIMING 3RD, 4TH, 5TH AND 13TH PLACES

**MP4-12C**
DUE NEXT YEAR, THE KNOCKOUT 'NEW F1' GETS A McLAREN-DESIGNED TWIN-TURBO 3.8-LITRE V8 WITH ABOUT 447KW

DURING 2007, DENNIS WAS FINED HEAVILY FOR THE 'SPYGATE AFFAIR' AND HIS DREAM-TEAM DRIVER LINE-UP TURNED INTO A NIGHTMARE

GRAN PREMIO D'ITALIA
Santander

McLaren's chief designer Mike Coughlin was discovered in possession of a 780-page Ferrari technical dossier that had been passed to him by Nigel Stepney, a senior Ferrari mechanic. The scandal threatened to destroy the team – although Dennis continues to argue that no Ferrari DNA had leaked into the McLaren design – and led to the imposition of that record-breaking fine by the FIA. Dennis's face clouds when I ask for his version.

"We had someone who was in a senior technical position who made some very unwise decisions... there was just a phenomenal naivety and a belief that this was quite common and acceptable. It was clearly two people looking to move as a unit, that's widely known and well documented. It was never something that he or anybody else did to further the competitiveness of our team."

Dennis does admit that the espionage scandal had a direct effect on his long-planned decision to step down from managing the F1 team – he deferred it for a year. "It was so unpleasant I just didn't want to stop participating at that point." But now Martin Whitmarsh has taken over as McLaren's racing boss and Dennis is giving his considerable attention to the company's new project – establishing itself as a sports car manufacturer with the new MP4-12C.

"Why do we want to become a stand-alone automotive brand?" asks Dennis, his body language loosening as he moves to a favourite subject. "Because history shows the alternative is that you fail. In '66 I stood in the pitlane in my first Grand Prix, Mexico City, and the only two brands in the pitlane then that are in the pitlane now are McLaren and Ferrari. You can see that manufacturers who do not have Formula One as a core business inevitably have to move in and move out according to the pressures and the commercial realities that they have on them."

Although intensely proud of the McLaren F1, Dennis admits that its limited production (only about 100 of the planned 300 cars were built) meant that it was "...a program, not a car company".

"All of the lessons behind our automotive company have come from our experience of producing the SLR and working with Mercedes-Benz," he says.

Dennis also insists that the final split from Mercedes – with its purchase of the Brawn team – was amicable: "...this is one of those occasions when everybody involved got out in a win-win situation."

Barring the distraction of the SLS, Merc's own SLR-lite supercar spoiler, McLaren's target is unashamedly Ferrari. The company plans to produce a range with three models, all built around the same carbonfibre tub, with exclusivity guaranteed by limited numbers.

"We never see our production, even in our wildest dreams, going over 5000 units a year," says Dennis. "Our view is that this is a market which exceeds 100,000 cars a year and our ambition is to achieve three-and-a-half to four percent of that market on a regular basis."

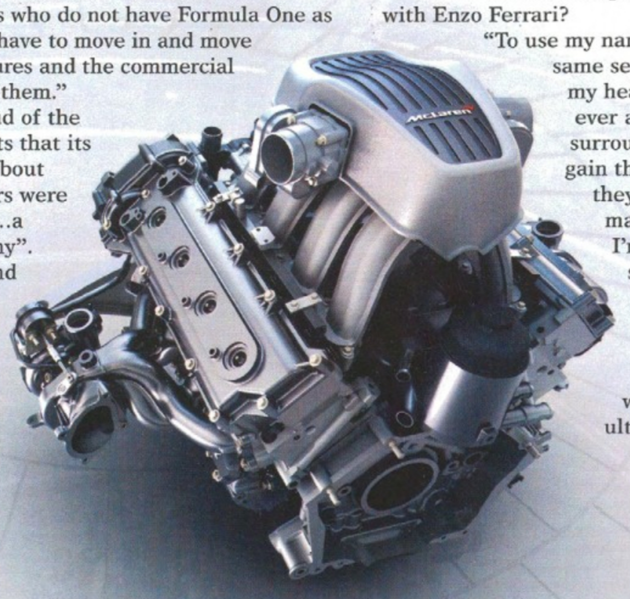
It's time to wind things up. And there's a question I've been dying to ask: Does Ron Dennis feel regrets? He gives another carefully considered, but clearly heartfelt answer. "You sacrifice a lot to be really good at what you do, not just in sport but in all business. You have to do what the job takes and very often that takes you out of your comfort zone... I think I did a pretty good job at integrating my family into my life and my business and vice versa, but obviously as I'm separated from my wife, I didn't quite get that right.

"If you ask what's the overwhelming thing I regret, it's that people have had reason to question my personal integrity or commitment to running the company in an honest way. But, by and large, I look back on my career to date, which is a long way from being finished I might add, and feel very comfortable with the decisions I made."

So how would he respond to a hypothetical comparison with Enzo Ferrari?

"To use my name and Enzo Ferrari's in the same sentence – I couldn't possibly get my head around it... no one individual ever achieves anything unless he's surrounded by competent people who gain their own satisfaction from what they do, and who want to be part of the making of history. And I'm just that, I'm a part of it. But I will never take sole responsibility for the success of McLaren because it's never about one person."

And there's the addition to Ron's 'great entrepreneur' epitaph: he was, and will always remain, the ultimate team player.



## Grand times, bad times

### 1968

At 21, Dennis becomes Jack Brabham's chief mechanic. Forms Rondel Racing in '71, running cars with much success in European F2 and Procar championships

### 1980

His Project Four company merges with Team McLaren to start one of F1's great success stories. Under him, McLaren won 10 drivers' and seven constructors' world championships

### 1989

Co-founds McLaren Cars and launches iconic F1 in '94. Wins '95 Le Mans on debut with F1 GTR. 2003-09 produces Mercedes-Benz SLR McLaren. 2009 unveils McLaren MP4-12C

### 2007

At the helm when McLaren was fined $100m for the so-called 'Spygate' affair. Dennis says it was the result of "unwise decisions" made by the team's then chief designer

DENNIS'S REPUTATION AS A PERFECTIONIST EXPLAINS WHY YOU COULD EAT YOUR DINNER OFF THE McLAREN TECH CENTRE'S FLOOR

HY59 XAX
GB OY59 HNU
Press Office

# OPEN WIDE AND SAY R

**WORDS** AUTOCAR + STAFF
**PHOTOS** CHARLIE MAGEE

CAN VW'S NEW *ÜBER* GOLF R CUT IT AGAINST RENAULT'S MEGANE 250 CUP AND FORD'S SHARP-AS FOCUS RS IN THE BATTLE OF THE HYPER HATCHES?

RIGHT, LET'S get this clear from the off: the three cars assembled here all deserve a category catch-all that transcends the mere 'hot hatch' tag. Call them *über*-hatches, mega-hatches or whatever, but the Ford Focus RS, Renaultsport Megane 250 Cup and Volkswagen Golf R all take a big step up from their respective XR5 Turbo, non-Cup-chassis RS, and GTI brethren. In fact, to varying degrees, they do exactly what it says on the tin – shifting from a before-midnight soft-core film into, well, R-rated turn-on stuff.

Not that you'd immediately group the three together from the way they look.

The Focus RS is definitely the most aggressive-looking of the trio. From some angles it looks almost like a caricature of itself, a concept car that has somehow made it all the way to production without losing its liquorice-profile tyres or its bulging, wide wheelarches, complete with air vents to expel its latent energy.

And yet in its own way the Renault, too, appears just as flamboyant, even if its overall personality is marginally less cartoonish, and therefore slightly more elegant than the Ford's one-dimensional Superman approach.

It's the Golf, however, that looks the most surprising to begin with, because it would seem to be a complete misfit beside the other two. The changes over the regular GTI are subtle: a different front bumper with

THEY DO EXACTLY WHAT IT SAYS ON THE TIN, SHIFTING FROM PRE-MIDNIGHT SOFT-CORE TO R-RATED TURN-ON STUFF

LED daytime running lights, side skirts, bigger 18in alloys, blackened door mirrors and, like the old R32, centrally-mounted dual exhausts. It seems all a bit Q-car, but that's perhaps the effect VW's designers were seeking to achieve.

But the Ford, Renault and VW's differences aren't limited to exterior styling. While all three of these cars aim for broadly similar results, the ways in which they go about delivering mega-hatch performance couldn't be more different.

Over 'ere in Blighty, the Renaultsport is the cheapest by some margin and the VW the most expensive. When the RS 250 and Golf R land in Oz later this year, their price tags should read $47K and $55K, respectively. Too bad you won't be getting the Focus RS, which slots between the two on price.

FOCUS RS LOOKS MOST AGGRESSIVE. MEGANE CUP IS CHUNKY *AND* ELEGANT. Q-CAR R GETS BLACK MIRRORS, DEEP BUMPER, LEDs

There are fairly obvious reasons why the Golf is the most expensive. One, it's all-wheel drive whereas the Ford and Renault are front-drive. Two, it's a VW, which is a much harder commodity to put a price on. Although there is undeniably an element of extra value contained within the VW brand, Ford and Renault, alternatively, might argue that, in this case, the sporting pedigree of the RS and Renaultsport brands are more than enough to offset the VW's reputation for quality.

Yet when it comes to the amount of firepower they each pack, the Golf doesn't

# Twins under the skin?

**Golf R**

The major hardware difference between Golf R and Scirocco R is that the former is all-wheel drive, while the latter sends power only to the fronts. Besides a more upright exterior, the Golf also looks less special inside, missing the Scirocco's leather-lined door grabs and heavily bolstered seats. But Golf does seat five; Scirocco only four.

**Scirocco R**

You might think this slinky, hunkered-down Scirocco R would cost more than its Golf sibling, but it doesn't. In the UK, it wears a £26,945 sticker, some £2000 less than Golf R, making Scirocco a difficult fit for Oz. It also has a detuned 195kW turbo four, but the 4kW deficit is offset by a 113kg-lighter kerb weight, at 1333kg. Weird.

WOB R 7400
WOB R 7300

## MORE IMPORTANT THAN ANY POWER WAR IS HOW THESE CARS DIFFER ON THE ROAD

GTI-LIKE INTERIOR ADDS GRIPPY, FLAT-BOTTOM WHEEL WITH PIANO BLACK SPOKES, BETTER SEATS, BLUE-NEEDLE INSTRUMENTS

● VW GOLF R

CARBONFIBRE-LOOK TRIM, FAT WHEEL, ALLOY PEDALS, RECAROS, EXTRA GAUGES (INCLUDING BOOST PRESSURE). MUST BE AN RS, THEN

○ FOCUS RS

YELLOW TACHO ECHOES SEAT INSERTS, STITCHING. BIG CENTRAL DIAL MONITORS LATERAL ACCELERATION, LAP TIMES AND MORE

● RS MEGANE

appear to provide much compensation.

In simple terms, the Golf's 2.0-litre turbo four serves up 199kW at 6000rpm and 349Nm at 2500rpm, enough for a claimed 5.7sec 0-100km/h. By contrast, the Renault's 2.0-litre turbo engine produces a similar 184kW and 340Nm, sufficient for a claimed 6.1sec 0-100km/h sprint.

The big hitter of the group, however, is the Ford, whose 2.5-litre turbo five cylinder thumps out 224kW and 439Nm. So even though the RS is the heaviest of the trio (just), it's also the brawniest on paper by quite some margin, once the obvious advantage of the Golf's AWD system has faded and they are up and running.

On the road, in fact, the Golf initially feels comprehensively outclassed by the others for pure acceleration. You'd expect as much relative to the Ford which is an absolute monster in a straight line, but in reality the Renault also feels much more urgent than the VW.

How so? Two reasons. One, the Renault's gearing is closer and simply better suited where it counts, allowing it to breeze away from the lazier, longer-geared VW at the merest whiff of throttle in the intermediate ratios. Two, our test Megane felt lively compared with the version we drove on the launch late last year. And compared with the test VW, which had a triple-digit odometer reading, its engine was well and truly run-in.

These two elements meant that the Megane could drop the VW without trying very hard at all. In fact, we discovered that for raw acceleration it was quick enough to get much closer to the mighty Focus than we were expecting.

But we're getting ahead of ourselves here. What's more important than any power war is how these cars differ from one another on the road. Not just in a straight line but over poor surfaces, through corners, ambling along freeways and sitting in traffic jams.

And the truth is, the more regular the situation, the more sense the Golf R tends to make. The moment you climb inside the VW, you become aware that it's not even trying to emulate cars like the Focus RS and Megane 250. Yes, the driver's seat is nice and supportive and, yes, there are hints of sporting intent in the thickness and shape of the flat-bottomed steering wheel. But the overwhelming impression inside the Golf R is that of a high quality, not-especially-thrusting kind of car.

And when you turn the key and the engine fires, it doesn't announce itself to the world with a blast of revs, or a dramatic bark from the exhaust. It just starts, then settles to a refined, slightly bassy, heavy idle, a subtle indication that a reasonable degree of potency is present, but nothing more. In the Ford, part of you feels you should be revving the engine like an adrenaline-wired teenager when you fire it up, just so you can hear that five-cylinder warble. The difference between the character of these two cars becomes that obvious, that quickly.

Until you move away, at which point the gap grows wider still. Instantly, the Golf R has a much smoother, better ride than the Focus RS, and its smaller tyres also generate less road rumble than those of the Ford. Same goes for the Renault; its ride is calmer than the Ford's, though nowhere near as soothing as the VW's.

Less impressive is the way the Golf R feels Passat-like in its demeanour, rather than super-fast Golf. This is in complete contrast to the Renault – which has a short, sharp, rifle-bolt-precise gearchange – and the Focus RS, which is somewhere between the two.

The Golf R's chassis is harder to sort or improve via the options list, although you can specify Adaptive Chassis Control (ACC) to apply three different damping stages: comfort, normal and sport. The test car was so equipped, and having played with the various settings we'd say it's an option you could probably go without. It doesn't deliver anything like the dynamics available in the Ford and Renault, at any rate.

Instead, the R is entirely predictable and extremely mature in the way it handles, but also just a touch on the ordinary side. Which is fairly odd considering how much more incisive the Scirocco R is on the road, which is front-, not four-wheel drive.

Even with the ACC system set to sport, there is little true crispness to the way the Golf behaves, again quite unlike its Scirocco stablemate. It turns-in okay, it has huge traction and its body control is perfectly acceptable. Even when you drive it as hard as you can, this car does absolutely nothing you don't expect it to do.

But neither does it amaze, thrill or excite with the way it changes direction, or turns-in to high-speed sweepers – not like the Ford does pretty much every time you aim it at a corner. VW reckons that, at times, the upgraded 4-Motion all-wheel drive system can deliver 100 percent of its drive through the rear axle, but in reality no matter how you drive it, the Golf R always behaves like a front-drive car that has lots of traction.

The sort of people who would naturally gravitate towards the Ford and Renault will find the Golf R oddly bland as a driving experience. As you may already have twigged, the Ford and Renault are singing from an entirely different, more exciting hymn sheet.

So-called RevoKnuckle front axle or not, the Focus RS torque-steers, but the overall experience is well judged for road driving; it is exhilarating, confidence-inspiring and fun without ever becoming intimidating. And that firm urban ride translates into body control that is absolutely first-rate when the roads get really rough at speed.

Generally, the Megane is impressively free from torque-steer, but first impressions suggest it isn't as savage (read 'fun') as the Ford. However, the longer you spend with the Megane 250, the more you appreciate just how quickly it can cover ground. In fact, by focusing on control and precision rather than the Ford's playfulness, it is the Renault that delivers more grip and agility (and the faster dry lap time).

So with the VW out of contention, which is the better car overall out of the playful Ford and precise Renault? Well, be in no doubt that when the time comes and that great road opens out before you, the Focus RS still delivers the biggest thump of adrenaline. It remains the supreme being among mega/*über*/R-rated hatchbacks when it comes to pure thrills, so, despite the Renault's price advantage, the Ford has a rawness that is near-impossible to put a price on. It may even be priceless, in fact, which makes its absence in Oz even more lamentable and leaves the Megane 250 Cup virtually in a class of its own.

### RS MEGANE 250 CUP
www.renault.com.au

**Body** steel, 3 doors, 5 seats
**Drivetrain** front engine (east-west), front drive
**Engine** 1998cc 4cyl, dohc, 16v turbo
**Power** 184kW @ 5500rpm
**Torque** 340Nm @ 3000rpm
**Transmission** 6-speed manual
**Size l/w/h** 4299/1848/1435mm
**Wheelbase** 2636mm
**Weight** 1387kg
**0-100km/h** 6.1sec (claimed)

### FORD FOCUS RS
www.ford.co.uk

**Body** steel, 3 doors, 5 seats
**Drivetrain** front engine (east-west), front drive
**Engine** 2522cc 5cyl, dohc, 20v, turbo
**Power** 224kW @ 6500rpm
**Torque** 439Nm @ 2500-4500rpm
**Transmission** 6-speed manual
**Size l/w/h** 4402/1842/1497mm
**Wheelbase** 2640mm
**Weight** 1467kg
**0-100km/h** 5.9sec (claimed)

### VOLKSWAGEN GOLF R
www.volkswagen.com.au

**Body** steel, 3 doors, 5 seats
**Drivetrain** front engine (east-west), all drive
**Engine** 1984cc 4cyl, dohc, 16v turbo
**Power** 199kW @ 6000rpm
**Torque** 349Nm @ 2500rpm
**Transmission** 6-speed manual
**Size l/w/h** 4213/1779/1444mm
**Wheelbase** 2657mm
**Weight** 1446kg
**0-100km/h** 5.7sec (claimed)

HY59 XAX
EK09 UOP
DY59 HNU

STEEL & ALLOY BULL BARS. REAR BARS. GRILLE GUARDS. SUSPENSION. SNORKELS. WINCHES. RECOVERY EQUIPMENT. AIR LOCKING DIFFERENTIALS. AIR COMPRESSORS. ROOF RACKS. DUAL BATTERY SYSTEMS. DRIVING LIGHTS. GENERAL ACCESSORIES.

+ SO MUCH MORE.

TJM EQUIPPED

ON AND OFF ROAD. WORK OR PLAY.

**TJM OUTLETS - www.tjm.com.au**

| QUEENSLAND | |
|---|---|
| BUNDABERG | (07) 4152 0144 |
| CABOOLTURE | (07) 5499 1400 |
| CAIRNS | (07) 4047 8900 |
| COOPERS PLAINS | (07) 3277 8255 |
| GEEBUNG | (07) 3633 0377 |
| GOLD COAST | (07) 5596 3472 |
| HERVEY BAY | (07) 4124 1855 |
| MACKAY | (07) 4957 3886 |
| MAROOCHYDORE | (07) 5451 1155 |
| MT ISA | (07) 4749 0650 |
| ROCKHAMPTON | (07) 4927 6844 |
| TOOWOOMBA | (07) 4639 1089 |
| TOWNSVILLE | (07) 4758 0995 |
| WOOLLOONGABBA | (07) 3391 0055 |

| NEW SOUTH WALES | |
|---|---|
| ALBURY | (02) 6021 5544 |
| ARMIDALE | (02) 6771 1781 |
| BLACKTOWN | (02) 9622 1000 |
| CARLTON | (02) 9547 3355 |
| COFFS HARBOUR | (02) 6652 4899 |
| DUBBO | (02) 6885 3777 |
| HORNSBY | (02) 9477 5528 |
| PENRITH | (02) 4731 1400 |
| ORANGE | (02) 6361 7999 |
| PORT MACQUARIE | (02) 6584 9499 |
| HUNTER VALLEY | (02) 4951 1184 |
| WOLLONGONG | (02) 4227 4888 |

| VICTORIA | |
|---|---|
| BALLARAT | (03) 5335 9777 |
| BENDIGO | (03) 5441 7225 |
| COBURG | (03) 9354 1116 |
| DANDENONG | (03) 9792 1116 |
| ECHUCA | (03) 5482 1522 |
| GEELONG NORTH | (03) 5277 1444 |
| MILDURA | (03) 5023 4466 |
| TRARALGON | (03) 5176 6666 |

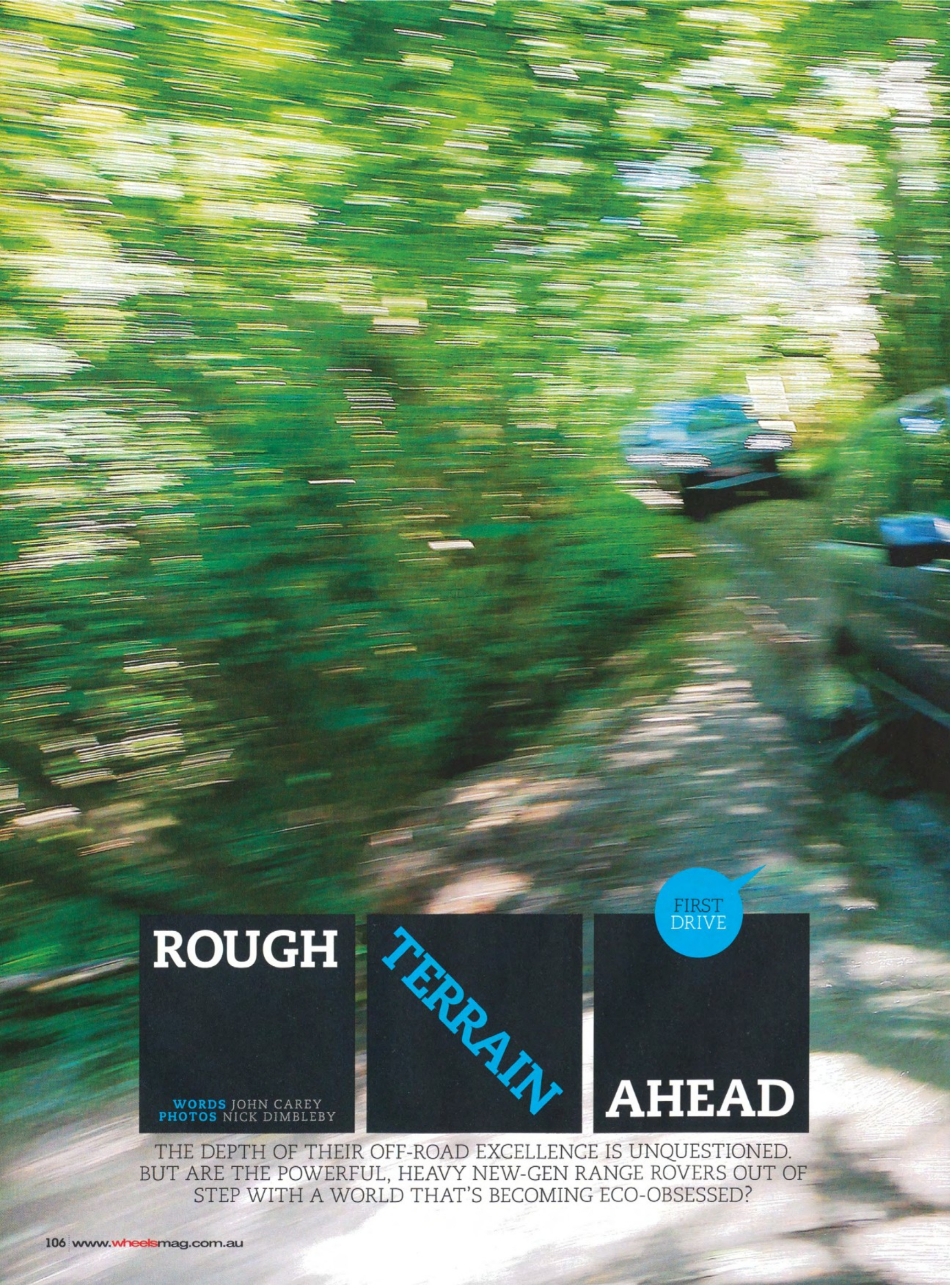
| SOUTH AUSTRALIA | |
|---|---|
| NAILSWORTH | (08) 8344 6444 |
| REYNELLA | (08) 8381 8300 |

| WESTERN AUSTRALIA | |
|---|---|
| O'CONNOR | (08) 9331 2788 |
| KARRATHA | (08) 9144 4222 |

| AUSTRALIAN CAPITAL TERRITORY | |
|---|---|
| MITCHELL | (02) 6241 8161 |

| NORTHERN TERRITORY | |
|---|---|
| WINNELLIE | (08) 8984 4926 |

| TASMANIA | |
|---|---|
| HOBART | (03) 6231 5121 |



FIRST DRIVE

# ROUGH TERRAIN AHEAD

**WORDS** JOHN CAREY
**PHOTOS** NICK DIMBLEBY

THE DEPTH OF THEIR OFF-ROAD EXCELLENCE IS UNQUESTIONED. BUT ARE THE POWERFUL, HEAVY NEW-GEN RANGE ROVERS OUT OF STEP WITH A WORLD THAT'S BECOMING ECO-OBSESSED?

RANGE ROVER
VX09 DRO

# DEEP

AND BROWN, ranging in viscosity from sloppy to suck-your-boots-off, the mud of Eastnor Castle's trails is diabolical. Even isolated from filthy reality in the fragrantly leathered luxury of a Range Rover cabin, it's hard not to be impressed by the way the fire keeps burning and the tyres keep churning. Behind the wheel, there's never a moment of doubt that this heavyweight will punch through.

In fact, it's dead-easy driving. All you've got to do is keep the steering pointed in roughly the right direction and not do anything too dumb with the pedal connected to the supercharged 5.0-litre direct fuel-injection V8 in the engine bay. Although the Range Rover is often moving at a little more than walking pace, its progress depends on messages zipping at near the speed of light through its electrical system. The CAN (controller area network) relays messages from the Rangie's battalions of sensors to its computerised command and control centre. The data is fed to algorithms (mathematical formulas that respond with military precision to incoming information) and orders sent to engine, brakes and suspension.

Little mental effort and even less physical activity is required of the driver. It's simply a matter of taking a look at what's ahead, and twisting the Terrain Response dial to match the view. This Land Rover trademarked tech isn't new, but it's been improved for the updated 2010 Range Rover (and Rangie Sport and Discovery 4, too). Simple graphics, rather than words, are used to indicate its various modes. They are, going clockwise round the dial, Snowflake, Fir Tree, Cactus and Driving Over Beach Ball. It's not hard to figure out that modes one and three are for snow and sand driving. The second turns out to be for muddy forest trails, like Eastnor, while the last is for crawling over big rocks rather than inflatable playthings.

Each setting trims the Range Rover's pneumatic suspension to the best height for the conditions, and invokes specific software to optimise the activity of the traction, brake and drivetrain control systems for the surface selected. Depending on the speed desired, the driver may have to make a couple of supplementary decisions. Need to crawl? Flick a switch to select low-range gearing, press a button for Hill Descent Control and the Rangie goes into slo-mo.

The way the Range Rover lumbers unstoppably through the Eastnor mud is a convincing demonstration of the power and flexibility of contemporary automotive electronic tech. It would be easy to take it for granted, but for a reminder of the way things used to be. Not so long ago, either.

As well as the fleet of 2010 Range Rovers, there are a bunch of museum pieces available for driving, though only in the less challenging environment of Eastnor Castle's almost mud-free deer park. Some of them were developed here, as the estate has been used by Land Rover for off-road testing since the 1960s.

The presence of these old-timers makes a point about Land Rover's long-time expertise in off-roadery and the brand's iconic status. There are two tiny 1949 Series I Land Rovers, a military 101-inch forward-control, a Series III wagon, one of a group of Defender pick-ups made up for an appearance in a *Lara Croft* movie, and a 1993 Range Rover.

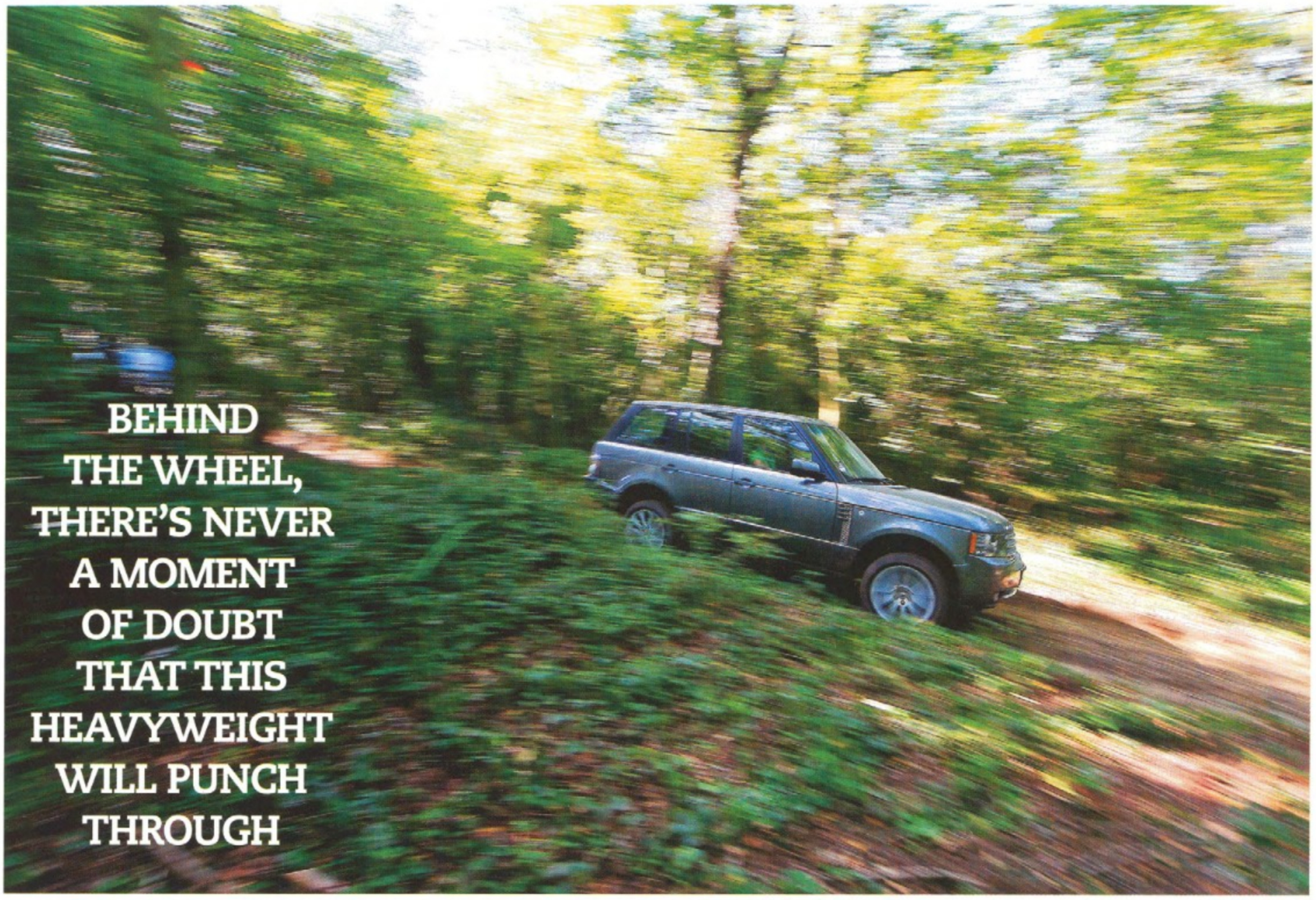
Driving them all, in as close to chronological order as possible, the similarities between old and young are striking. There may be more than 40 years difference in age between a Series I Land Rover and the mid-1990s Range Rover, but the relationship, the line of technical descent, can be felt. Most obviously, both require the manipulation of levers for such tasks as the selection of low-range gearing and engagement of parking brakes. The absence of smart electronics makes the 1993 Range Rover closer, technologically, to a Series I Land Rover than a 2010 Rangie.

While the latest Range Rovers show what digital tech can do for the off-roader, is this what their customers really need?

Company executives cheerfully admit that the great majority of Range Rover customers never ever drive off-road.

What the average Range Rover buyer really wants is an impressive amount of luxury and performance. For many customers it is, in the words of one Land Rover

RANGE ROVER
AD09 XRC

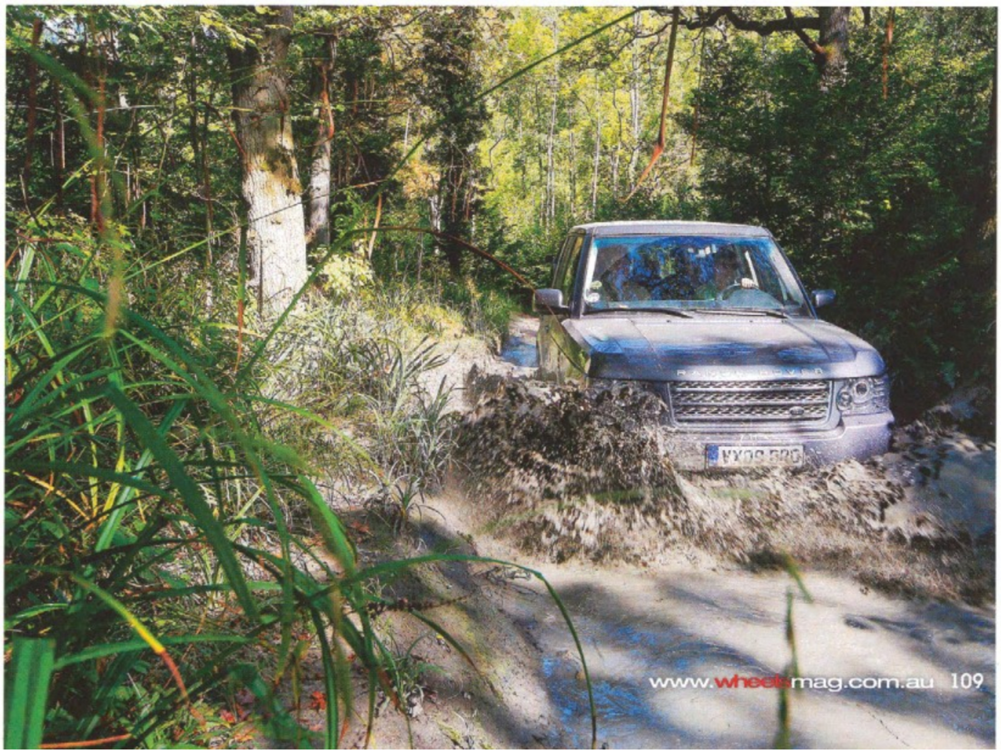


**BEHIND THE WHEEL, THERE'S NEVER A MOMENT OF DOUBT THAT THIS HEAVYWEIGHT WILL PUNCH THROUGH**

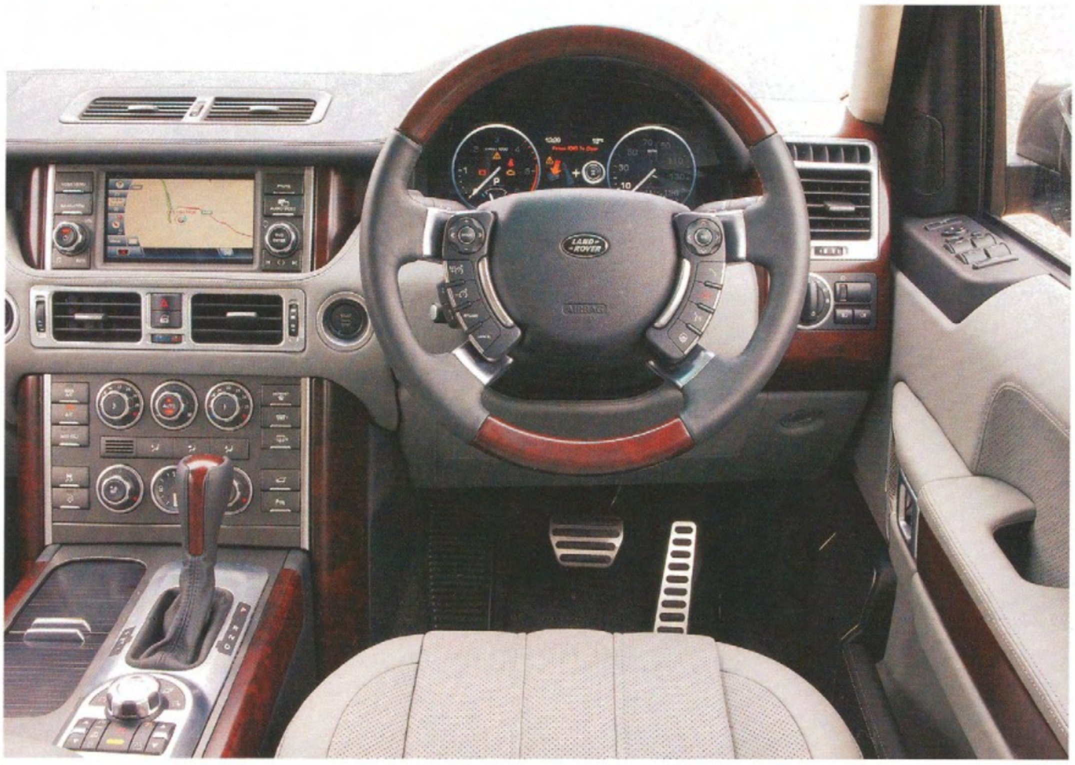
**Eastnor Castle**

Construction of Eastnor Castle began in 1810. Its old-fashioned looks have made it a favourite for filming for more than 40 years. Eastnor has been a location for everything from a late 1960s Jerry Lewis-directed movie starring Sammy Davis Junior (*One More Time*), a Slade video (*Run Runaway*), an episode of *Rumpole of the Bailey*, and, more recently, a 2006 BBC production of *Dracula*.

LAND ROVER
RANGE ROVER

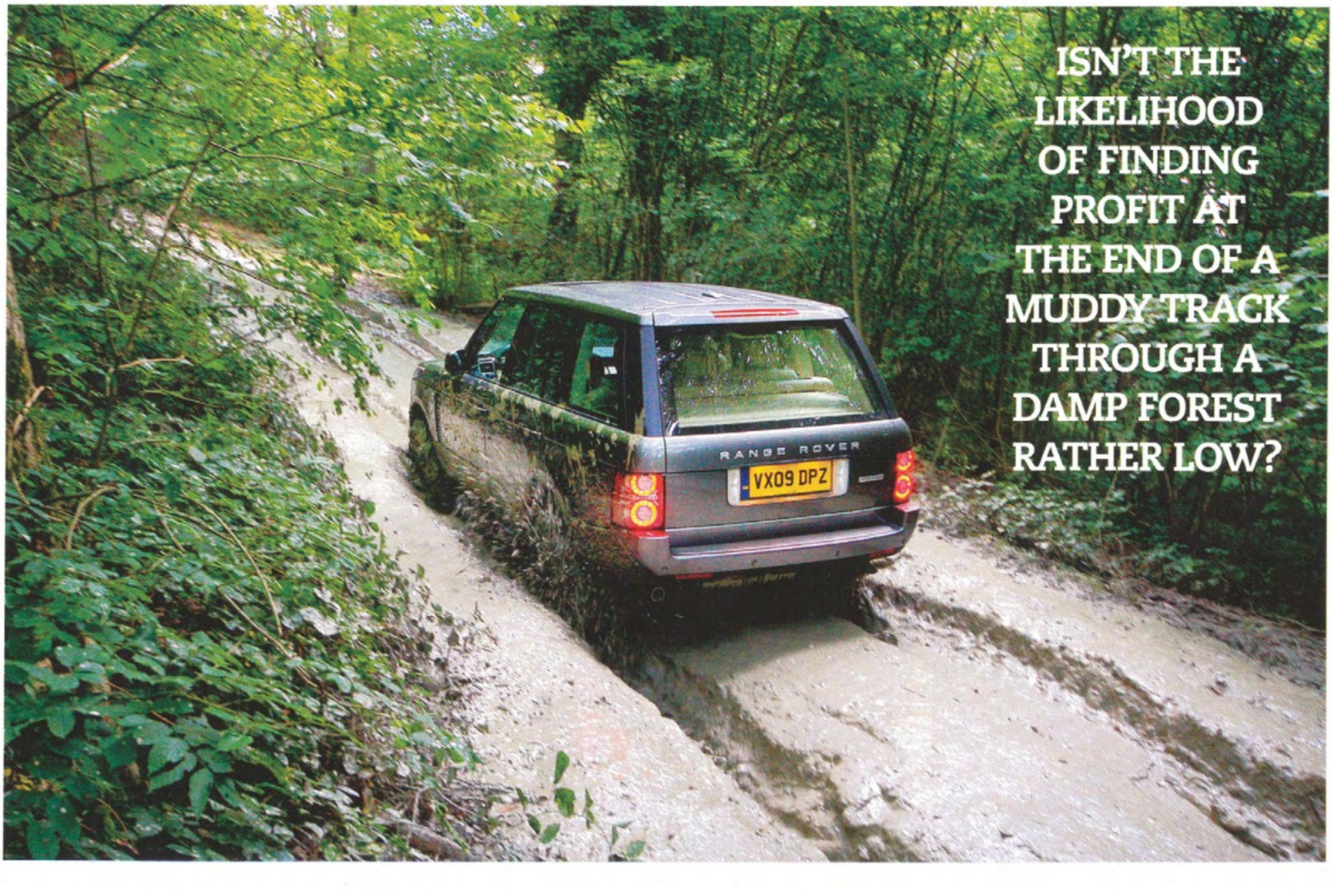


RANGE ROVER



**Talking pictures**

Coolest features of the 2010 Range Rover's redesigned interior are its twin screens. The central infotainment screen gets dual view tech, which uses a parallax barrier to allow driver and front passenger to view completely different images at the same time. And the second screen? The Rangie's instruments are 'virtual', with dials replaced by high-def images on a 30cm TFT screen.



ISN'T THE LIKELIHOOD OF FINDING PROFIT AT THE END OF A MUDDY TRACK THROUGH A DAMP FOREST RATHER LOW?

marketing exec, their "business limousine". This is fine, but isn't the likelihood of finding profit at the end of a muddy track through a damp forest rather low?

While the marketing types blather on about the breadth of capability that the typical Range Rover buyer (wealthy and, with an average age below 50, younger than other luxe brand customers) desires, and how this justifies the focus on off-road capability, the engineers who worked on the 2010 model are more in touch with reality. Their objectives were to increase performance, lower fuel use and improve dynamics.

Jointly developed with Jaguar, the 2010 Range Rover's pair of new petrol-burning 5.0-litre V8s nails the first two targets. The 375kW supercharged and the 276kW naturally-aspirated versions bring big increases in power compared to their predecessors. The atmo direct-injection engine almost matches the old supercharged engine's output, while the new supercharged brings a 29 percent power boost, yet both engines cut consumption by around seven percent. These are very, very good V8s; flexibly potent (especially the supercharged), authoritatively responsive, yet wonderfully refined. (There's a diesel option, too, but it's the same 3.6-litre V8 as before).

Changes to the Range Rover's suspension are significant, with the headline item a new adaptive damping system. There's also a new variable ratio steering system, and brake hardware is upgraded. As with the Terrain Response for off-roading, the Range Rover's on-road electronics have been upgraded. There's fresh software to a) tame understeer, and b) sense a potential rollover and take corrective action.

On the blacktop of the Herefordshire countryside around Eastnor, the 2010 Range Rover is a majestic thing to drive. It rides with stately grace, and steers with surprising precision. But agile it is not. The Range Rover is tall and its kerb weight more than 2700kg.

And this is a problem. Despite the improvements in fuel efficiency from the new engine, the supercharged V8 Range Rover delivers a 22.6L/100km result in the European urban fuel consumption test cycle. Long experience indicates most drivers are more likely to achieve real-world consumption closer to this number than the 14.9L/100km combined cycle results.

How much does the Range Rover's seldom used off-road hardware add to its thirst? Hard to say. What is certain is that such heavy consumption is becoming less acceptable every day, especially in Europe.

This is a trend Land Rover's leadership knows it must respond to. Design director Gerry McGovern admits that Land Rover can no longer afford to be "harnessed" by its heritage. Sustainability must be taken seriously, but with a close eye on cost. "It's about selecting technologies," he observes, but one direction is quite clear. "We will focus on reducing weight".

Managing director Phil Popham admits that recent times have been tough going for Land Rover, which has had three different owners in the past decade; BMW (1994-2000), Ford (2000-2008) and Indian company Tata (2008-present). "It's been very difficult under Tata, for a number of reasons," says the executive, noting that Tata bought just in time for the GFC.

Yet Popham is a big-picture type who sees opportunities ahead. "It may not feel like it right now, but the world is becoming more affluent." This "is likely to continue," he adds. And growing wealth means a growing global customer base for some brands. Popham's view is that Land Rover is one of them, noting that the small premium SUV market presently is the world's fastest growing segment. And he promises deeper cuts to fuel consumption are coming. "We will have hybrids in future," he promises.

Land Rover has always been good in the deep brown stuff. If it makes the right decisions, builds the right products, it will find the traction to haul itself out of the mire. But the next Range Rover to emerge from the *merde* seems sure to be a quite different beast from today's.

**RANGE ROVER**
**5.0 V8 SUPERCHARGED**
**AUTOBIOGRAPHY**
www.landrover.com.au
**Body** steel, 5 doors, 5 seats
**Drivetrain** front engine (north-south), all-wheel drive
**Engine** 5000cc V8 (90°), dohc, direct injection, supercharged
**Power** 375kW @ 6000-6500rpm
**Torque** 625Nm @ 2500-5500rpm
**Transmission** 6-speed automatic
**Size l/w/h** 4972/2216/1877mm
**Wheelbase** 2880mm
**Weight** 2744kg
**0-100km/h** 6.2sec (claimed)
**Price** $229,500
**On sale** Now

men's style
australia
SUMMER 2009-10 / AUST $10.95 NZ $10.90 / ISSUE #35
23 REAL SEXY, REAL WOMEN
(It's more than skin deep)
THE ART OF THE STOPOVER
THE NEW NORMAL
Life post-GFC
TOM FORD
TIGER WOODS
SEAN COMBS
55 PAGES OF SUMMER FASHION
Lily Allen and the panthers were not hurt in this shoot.
LILY ALLEN
POP'S MOST CUNNING LITTLE MINX
EXCLUSIVE
HARRY KEWELL
does Istanbul

on sale now

# Freshmetal

A QUICK HEAD-TO-HEAD PLUS THREE FIRST DRIVES

TRAD MEGA SUV

SHOWROOM SHOWDOWN

SPORTS MEGA SUV

| RANGE ROVER SPORT SUPERCHARGED | V | BMW X6 xDrive50i |
|---|---|---|
| Value for money isn't a term usually associated with supercharged $160K SUVs, but the Rangie Sport offers more metal for your money than anything within cooee of the price. It's lavishly equipped, too, though $159,900 doesn't buy you a sunroof ($3860 extra), metallic paint (add $1800) or active rear diff (a must, at $1060). **12/20** | **PRICE & EQUIPMENT**<br>20 POINTS | Philosophically, both the BMW and Rangie are mega sports-luxe SUVs, but where the RR is more traditional (boxy styling and real off-road ability) the $146,000 X6 xDrive50i focuses on swoopy styling and stiff suspension to sell its sporting wares. Head-up display, rear camera, xenons, four-zone air-con, sat-nav and a TV are all standard. **12/20** |
| The recent Sport facelift might not have changed much outside – it still looks as butch and imposing as ever – but the all-new interior is a huge step up. With seats like lounge chairs, a leather-topped dash, and 13-speaker Harmon Kardon stereo, this is luxury (or excess) writ large. The 958 litre boot nearly doubles its Bavarian rival's, too. **19/20** | **EXTERIOR & INTERIOR**<br>20 POINTS | Even placing aside any subjective measurement of the X6's exterior styling, there's no escaping the harsh realities of the Bee Em's packaging. Physically, it's a bloody big car, yet it only seats four, the 570 litre boot capacity is average at best, and the interior feels nowhere near as special or opulent as the RR. **11/20** |
| Meaty V8 warble with overtones of supercharger whine – this 375kW/600Nm 5.0-litre blown V8 is weapons-grade material. Shifts the Sport's 2590kg with ease, although you can't hide from the 21.2L/100km(!) test average. Superb ZF six-speed auto offers beautifully-timed downshifts under brakes when punting hard, too. **16/20** | **PERFORMANCE & ECONOMY**<br>20 POINTS | There aren't enough superlatives to describe BMW's storming, brilliant (there's two, for starters) 4.4-litre twin-turbo V8. The 300kW/600Nm unit sounds great and goes hard, although 2190kg kerb weight equals big consumption (19.0L/100km on test). Slick six-speed auto isn't as keen to downshift as Rangie, and shift-paddles are arse-about. **17/20** |
| The Rangie's air suspension delivers a wonderfully wafting and luxurious ride. Only really sharp and deep bumps catch it out and jar through the body; most likely a consequence of the low-profile 20in tyres. You can also lower the suspension to 'access height' which is actually code for pimpin' hawt mode (ask your kids). **19/20** | **RIDE & REFINEMENT**<br>20 POINTS | It's fairly obvious why the X6 is such a dynamic beast when you're tooling around town – the hard suspension is a neck-jolting pain at low speeds, to the point of sending the ESP into a flashing frenzy over speed humps or large potholes. Compared with the dignity and serenity of the Rangie, the BMW can be tiring and compromised. **11/20** |
| Like punting a palace on wheels, the Rangie feels big and weighty, but also sure-footed and grippy, and the steering is quicker, lighter and better than the Bee Em's. The air suspension delivers surprisingly taut body control and superior bumpy-road isolation, too, so on the right road you can actually hammer harder than in the X6... **16/20** | **STEERING & HANDLING**<br>20 POINTS | Astonishingly good-handling on smooth roads, the X6 changes direction with absolute precision and alacrity, with little hint of nose-heaviness or weight transfer. No exaggeration here – it feels almost like a Lancer Evo SUV. The trade-off is less than excellent composure on rough roads and fairly dull, heavy steering. **17/20** |
| **82/100** | **POINTS SCORE** | **68/100** |

VERDICT

**Here are two SUVs that border on the excessive and ostentatious, but both are capable, worthy choices for the well-heeled family man with a penchant for V8 power. The X6's awesome engine and excellent smooth-road handling make it very tempting, but while BMW sells the promise of a 'coupe SUV', the reality is still a heavy, thirsty SUV ... that offers a small boot and only seats four.**

**The Rangie Sport backs its size and weight with an opulent interior, wafting suspension and real off-road ability. Although it ultimately trails the BMW for dynamics, it boasts superior steering and deals better with a bumpy backroad. It's not PC, but the Sport is impressive, addictive, and the one to buy.**

DANIEL DeGASPERI

Boxster Spyder
PORSCHE
S GO 2156

# Porsche Boxster Spyder

## Playing the heritage card sheds light on the subject

THE DRIVE

ICONS never die at Porsche, they just develop carburettor trouble. For example, media types attending the Boxster Spyder launch near Monterey, California were offered rides in an original Porsche 550 Spyder – shortly before it broke down. Thankfully, the new Boxster Spyder is no 550.

For one thing, it's 750kg heavier, though at 1275kg it is 80kg lighter than a regular Boxster S and the lightest street-legal car Porsche currently builds. Think of it as being squeezed out of the same Cheez Whiz can as the lightweight GT3 RS. You pay more for less of everything except performance. It's a marketing cow Porsche has milked many times, usually to enthralling effect.

The metamorphosis from $140,400 Boxster S to $152,000 (estimated) Boxster Spyder happens like this: the power top is gutted, replaced by a canvas handkerchief that looks like it came off the Victoria Secret XXL rack. It hooks to the windscreen header and snaps to the roll hoops. Where the S has a steel boot lid and top cover, the Spyder has a single, spectacular 9.8kg bonded and blind-riveted aluminium panel with double-hump fairings reminiscent of those on the Carrera GT. Two long fingers of the top reach to exposed hooks in the panel – the only blemishes on an otherwise perfect bod – which serve as the top's rearmost anchors.

The top serves as a bimini-style sun shade or can be weather sealed with a separate snap-in panel that contains a plastic rear window. Or it rolls up and stores underneath the aluminium hatch. It looks hopelessly complicated the first 23 times a Porsche tech demonstrates it, but after a few tries you'll soon match the pro's one-and-a-half-minute roof-raising time.

Elsewhere, an extended chin splitter and a large fixed rump spoiler identify the Spyder and help slash aerodynamic lift by a claimed 60 percent. Black striping and titanium-hued grille accents are among the eye candy. The Spyder drops 20mm on dedicated 19-inch forged aluminium rims and the suspension is retuned with shorter springs up front, stiffer springs in the back, and firmer shock absorber calibrations.

An extra 8kW and 10Nm from the 3.4-litre flat-six and you have potential to hit 100km/h from rest in around 4.5sec (possibly faster with optional PDK).

Organic steering and the brassy wail of a flat six are Boxster earmarks, but any suspension elasticity has been starched right out of the Spyder. It comically jiggles your softer parts as it shudders down city streets. The Spyder craves a track or, short of that, a spaghetti course of switchbacks to devour. The grip creates a g-force pile-on, and oh, the stability. A mid-engine Spyder stays glued and neutral, with none of the bounding and spooky steering wash-out that haunts all the rear-engine 911s. Bridgestone Potenza RE050A tyres aren't the flashiest rubber in the catalogue, but they reveal no shortcomings fitted to this machine. This is the best handling stock Porsche, period.

Power windows and door locks remain, but the doors are rendered in aluminium rather than steel and the bare door panels have a rudimentary pull strap *á la* GT3 RS. The seats are stiff, minimally padded carbonfibre buckets with manual sliders. The Spyder comes without air conditioning, stereo, or sat-nav, and with a smaller battery – but not in Australia, where the normal equipment will be fitted.

People want what they can't have, and with just 30-40 Spyders headed to Australia in 2010, expect the queue to be long and rowdy.

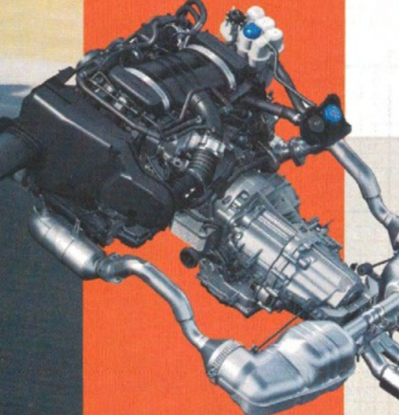
**AARON ROBINSON**

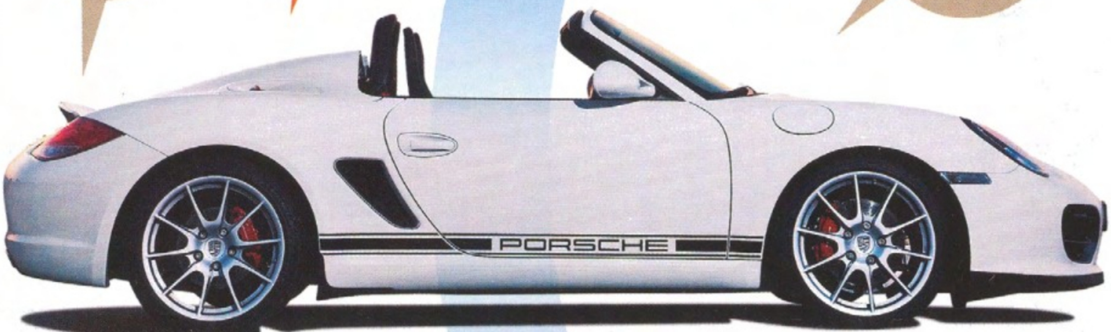
S GO 2156
PORSCHE

## SUN GOD

Cayman S 3.4-litre flat six and 80kg weight saving gives topless Spyder best power-to-weight ratio in Porsche sports car range with 184kW/tonne versus Boxster S (170kW), Cayman S (174kW) and 911 Carrera (180kW). With standard LSD, Spyder is poised to stomp on Carrera as a track-day weapon.

# 911 STOMPER





**HIGH TAIL IT**
Tall bootlid brings built-in spoiler lip and high-mount brake light

**235kW ENGINE**
Spyder gets Cayman S donk, 8kW/10Nm up on Boxster S

**TOPPED OFF**
Ditching the power-operated roof for a DIY bit of canvas saves 21kg

**GENUINE FORGED**
Forged 19-inch aluminium wheels look trick; save 5kg over standard

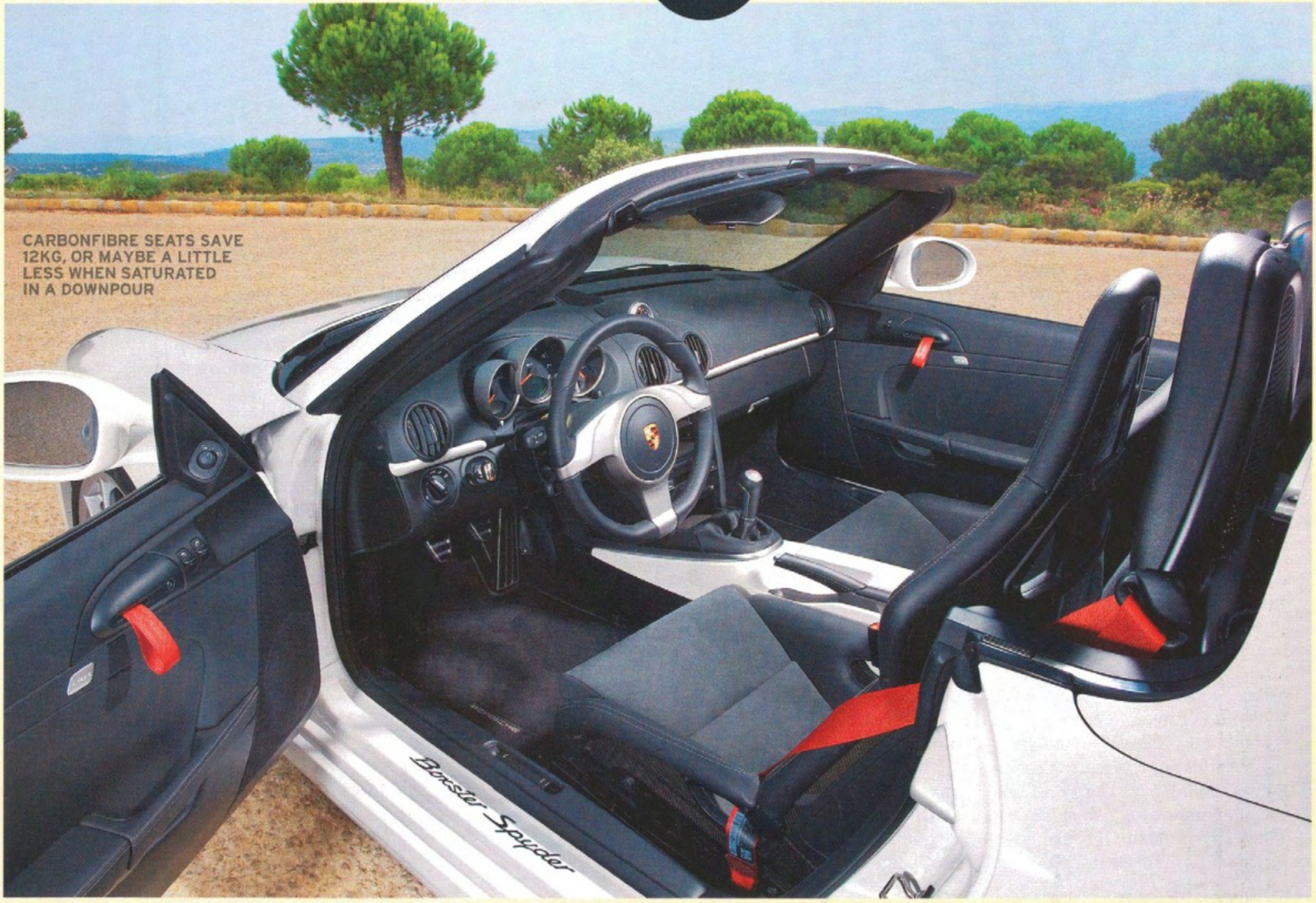
**NO FUELLING**
Even the fuel tank cops Jenny Craig treatment: shrinks by 10 litres to save 7kg

| | |
|---|---|
| **Engine** | 3436cc, flat six, dohc, 24v |
| **Max Power** | 235kW @ 7200rpm |
| **Max Torque** | 370Nm @ 4750rpm |
| **Transmission** | Six-speed manual |
| **0-100km/h** | 4.5sec (estimated) |
| **Price** | $152,000 (estimated) |
| **On sale** | May |

Pricey; doesn't like monsoon season

**PLUS & MINUS**

The best handling Porsche; brazen looks; exclusivity



CARBONFIBRE SEATS SAVE 12KG, OR MAYBE A LITTLE LESS WHEN SATURATED IN A DOWNPOUR

# BMW X6 M

## Germany's 21st century SUV-2 rocket is the bomb. Sort of…

THE DRIVE

BMW'S X6 splits opinion like few other cars, and this pumped-up M version is even more polarising. The logic behind a 2.3-tonne, 408kW, twin-turbo V8, four-seater SUV in this downsized and globally warmed world is debatable. But our most pressing need was to find out if leveraging the iconic M brand – hitherto resolutely non-turbo, non-all-wheel drive and non-SUV – is sacrosanct on the X6. We were after the truth behind the formidable X6 M.

The problem was that BMW limited our drive to the demanding but hardly typical Phillip Island circuit. And so no public roads makes for little semblance of reality.

We feared we wouldn't get the chance to know the X6 M's ways beyond its Cayenne Turbo S-slaying 0-100km/h sprint (by 0.1 seconds) and price tag (a $100K saving over the Porsche).

Following a sluggish start, BMW says folk finally "are getting" the four-seater SUV's styling, and in M form, the visual aggression dial has been cranked up. Dropped by 10mm and with M-specific bumpers, side sills and air vents to match, we reckon it looks like an automotive Mickey Rourke – in *The Wrestler,* rather than in *9½ Weeks.*

But there is no denying the beautiful engineering imbuing this SUV with supernatural agility, backed up by a big-hitting 408kW 4.4-litre twin-turbo V8 also destined for the next-gen M5, due in 2011.

Flooring it away from pit lane, the M doesn't feel super-fast, for you're sitting up high, cocooned from outside sounds in a leather 'n' luxury fortress that's more business-class Airbus than Lockheed Martin fighter jet.

Suddenly, you're reading 200km/h as a corner looms. This hulking SUV thingy is actually damn fast after all.

Thankfully not only does the M have AWD that continuously shuffles torque front to rear like a frenetic foosball match, it also boasts an M-fettled 'Dynamic Performance Control' rear differential that counteracts understeer by alternating drive between the back wheels.

BMW reckons this gives its sat-on-looking SUV a more rear-drive centric attitude when carving up corners. No arguments here…

Anyway, so onto the big performance anchors we jump, and – but for a slight bobbing motion due to the 2305kg behemoth's inevitable weight transference – the M sweeps around with minimal lean and maximum grip, setting the driver up to then cleanly power on through.

Helping out are electronic dampers, stiffer springs, self-levelling air suspension at the rear and revised stabiliser bars.

Thumbing the 'M' button, along with the automatic transmission's Sport setting, results in freer-flowing engine power delivery, a higher ESP intervention threshold and more rear-drive bias. Basically it sets the X6 up for a rabid racetrack attack mode.

Suddenly, mid-range acceleration becomes thunderous; turn-in is flapjack-flat, and the V8's soundtrack rouses from restful to moshpit. Corner too fast, though, and the X6 M will inevitably plough into understeer.

But here's the catch: the hydraulic steering is a feel- and feedback-free zone, so you cannot truly connect with the action. More than anything else, this undermines the X6 M against the far more precise and communicative M3 and M5.

Which neatly sums up our experience with the BMW.

Grotesquely handsome, maniacally fast, and possessed with unprecedented SUV alacrity, the X6 M ultimately doesn't let you get as intimate with the road as other M-cars do.

Despite the limited nature of our X6 M test, there's clearly plenty right with the chassis and drivetrain. But is it really worthy of the hallowed M badge? The debate rages on…

**BYRON MATHIOUDAKIS**

### Noise works

The 4.4-litre twin-turbo V8 boasts a world-first common exhaust manifold that joins both rows of cylinders to the twin-scroll turbo set-up. Along with the catalytic converters, the turbos are positioned in the cylinder valley for faster response and improved efficiency.

## 360 DEGREES

**MOTOR-VATION**
X6's V8 boasts twin huffers, DI and variable valve timing for 408kW

**FOUR-SOME**
Despite its considerable girth, the X6 is only a four-seater

**SLIPPERY SLOPE**
Sloping roof means coupe-like profile; also eats into headroom

**BODY WORKS**
M body kit incorporates chunky bumpers front and rear, and side sills

**ROLLING STOCK**
Forged 20in aluminium wheels look the biz; save 5kg over standard

| | |
|---|---|
| **Engine** | 4395cc, V8, dohc, 32v t/t |
| **Max Power** | 408kW @ 6000rpm |
| **Max Torque** | 680Nm @ 1500-5650rpm |
| **Transmission** | Six-speed automatic |
| **0-100km/h** | 4.7sec (claimed) |
| **Price** | $179,900 |
| **On sale** | Now |

**PLUS & MINUS**

Minus: Divisive styling; ho-hum X5-like dash; firm ride

Plus: V8's performance; huge grip; relative value

### Suck it up

We regularly exceeded 35L/100km on the Phillip Island circuit according to the trip computer, but the X6 M subscribes to BMW's Efficient Dynamics mantra, employing brake energy regeneration, an on-demand fuel pump, detachable air-conditioner compressor and a flow-controlled supply of the hydraulic fluid that goes to the active anti-roll system.

# Toyota Hybrid Camry

## Oz-built eco-warrior ready to charge large-car rivals

THE DRIVE

IT'S ALL too easy to get caught in the political whirr surrounding this Oz-built Hybrid Camry. Prime Minister Kevin Rudd is championing the petrol-electric Toyota as the biggest thing since the Holden 48/215, Australia's first locally-built car, launched in 1948. That might be shaking the sauce bottle a bit, but you kinda have to talk up the product into which you've invested $40 million of taxpayers' money.

What's immediately clear, though, is that the Camry – king of averages, queen of the conservatives – finally has a genuine USP. Nothing in the Hybrid Camry's $35-40K price bracket can blend five-seat family car space with 6.0L/100km ADR81 fuel economy and 142g/km $CO_2$ emissions rating.

The regular Camry's locally-manufactured 117kW/218Nm 2AZ-FE four-pot donk and five-speed auto have been replaced by a fully imported petrol-electric drivetrain hooked up to a CVT transmission. The same-size 2.4-litre petrol engine is heavily based on the Oz-built unit, but features the same efficiency-enhancing Atkinson combustion cycle as the Prius. Power and torque outputs drop to 110kW and 187Nm, but are quickly boosted by the 105kW/270Nm from one of the two motor generators (MG1 acts as a generator to create electricity, and as the starter motor for the petrol engine; MG2 is the sole driving motor).

The system works as a parallel hybrid; the powertrain can run as petrol-only, electric-only or both, depending on the situation.

Toyota claims the petrol-electric combo is a full 1.0sec quicker to 100km/h than the petrol-only car (9.5s) and that weight distribution is a near perfect 50:50. The Hybrid is also the first locally-built car to get electric-steer, regenerative braking and electric air-con.

Hybrid Camry will be offered in two grades: $35K base and $39K Luxury. The entry-level car is based on the ($2500 cheaper) petrol Ateva, and includes 16in alloys, fog lights, six airbags, ESP, rear-view camera with parking sensors and dual-zone climate control. Luxury spec adds leather trim, power front seats, auto-dimming rear-view mirror, rain-sensing wipers and rear lip spoiler, with sat-nav, and sunroof optional extras.

Toyota claims its chassis engineers worked hard to make Hybrid Camry a better drive than its petrol sibling, seeking improved body control and better on-centre steering feel – two of the petrol-only Camry's biggest shortcomings.

Front and rear spring stiffness has been increased by 8.5 and 12.5 percent respectively, and damping is 10 percent firmer.

On the road, the changes are definitely for the better, but (surprise, surprise) Hybrid Camry isn't a driver's car.

Most successful is the revised suspension tune. Ride quality is quite firm, but the Hybrid feels much less floaty over scarred arterials or undulating backroads, and is therefore both more reassuring for the driver and comfortable for passengers.

Less successful is the electric-steer set-up, which, while definitely sharper on-centre, has a treacly, artificial resistance and vagueness as lock is wound on.

The Hybrid's handling falls somewhere in between; it's still a bit too pushy at the front end, and lacks the balance and crispness of the similarly-sized Mondeo. For people who enjoy driving, the TDCi version of Ford's full-size Euro-import (rated at 7.3L/100km) is clearly worth the extra fuel spend.

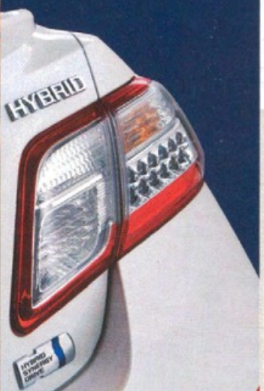
But let's not take anything away from what is essentially a compelling package. Roomy, hugely efficient and affordable; it's no 48/215, but, finally, this is a Camry you'd be happy to recommend to your neighbour.

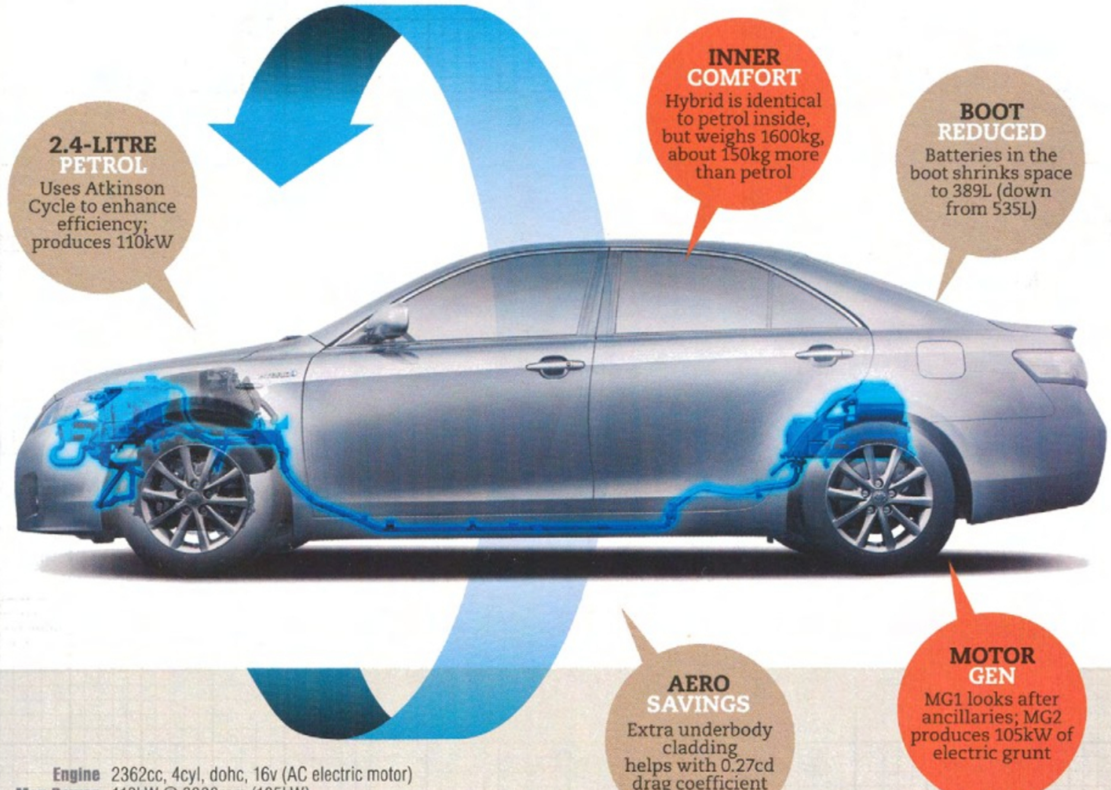
**DANIEL DeGASPERI**

## CAR CARBON

Due to the extra manufacturing emissions required to make Hybrid Camry, it will take 20,000km before the Hybrid is carbon equal with the petrol version, based on each car's respective ADR (6.0L v 8.8L/100km). Better hope Rudd and co clock up a fair few more kays…

# 360 DEGREES





**2.4-LITRE PETROL**
Uses Atkinson Cycle to enhance efficiency; produces 110kW

**INNER COMFORT**
Hybrid is identical to petrol inside, but weighs 1600kg, about 150kg more than petrol

**BOOT REDUCED**
Batteries in the boot shrinks space to 389L (down from 535L)

**AERO SAVINGS**
Extra underbody cladding helps with 0.27cd drag coefficient

**MOTOR GEN**
MG1 looks after ancillaries; MG2 produces 105kW of electric grunt

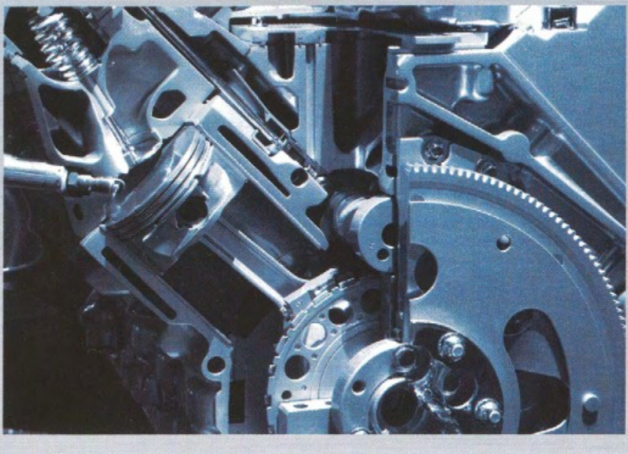
| | |
|---|---|
| **Engine** | 2362cc, 4cyl, dohc, 16v (AC electric motor) |
| **Max Power** | 110kW @ 6000rpm (105kW) |
| **Max Torque** | 187Nm @ 4400rpm (270Nm) |
| **Transmission** | CVT |
| **0-100km/h** | 8.5sec (claimed) |
| **Price** | $35,000 (estimated) |
| **On sale** | Now |

| Looks bland; artificial steering; small boot | PLUS & MINUS | Brilliant economy; stacks of space; ride quality |
|---|---|---|

### Styling

Blue-tinted headlamps, LED rear tail lights, and satin-chrome grille and rear strips round out the Hybrid Camry's exterior changes. Inside, transmission gets a 'B' detent for engine braking, and an 'econogauge' replaces the tacho.

XADO



Engine revitilzation without disassembly.

For new or used cars, trucks, buses, boats or any machinery.

XADO - protects and restores the geometry of the worn out moving parts of any engine, gearbox or diff with a ceramic coating.

**10 times stronger than steel.**
XADO reconditions your engine for 100,000 km saving you thousands on downtime, mechanical repair costs and up to
**30% savings on fuel bills.**

You will have more engine power, less noise and reduced exhaust emissions up to 80%.

XADO was adopted for military use after years of research at the Space Technology Centre of Russia. Today XADO is used worldwide, certified by ISO standards, and by the American Petroleum Institute. It is internationally patented with applications in the automotive, transport, mining, and shipping industries and utilities.

Employing more than 1500 highly qualified specialist in the science of tribology (study of friction, lubrication and wear) this research has led to development of the 'in place repair technology' - XADO which reverses the friction wear process. Now available in Australia

AS SEEN ON TV

**XADO products are approved by**

Mercedes-Benz VOLVO GM MAN

**Thousands of Australians are already benefiting from using XADO everyday.**

**Ph:1300 660 788 www.xado.com.au**

IS THIS THE
BEST HEADPHONE
IN THE WORLD?

High Definition Driver 800 Ω

**SENNHEISER HD 800**

The story of the Sennheiser HD 800 began with a dream: of developing headphones that go way beyond conventional equipment to become music phones, or even perfect sound phones. The dream of creating a hi-fi device that sounds as brilliant, clear, and undistorted as if you were sitting right next to the source. The dream of creating an acoustic experience more incredible than anything ever heard through dynamic headphones: in spheres that no other category is capable of reaching - right there where perfection begins.

With a wide range of over 100 in-ear, compact and full size headphones, varying in price from twenty to twenty-five hundred dollars; choosing the correct model to suite your individual lifestyle, comfort level and budget is assured. As for the audio reproduction, rest assured that superb sound and hours of enjoyment will be experienced from the first time they are used.

For more information contact;
Australia: Free Call: 1800 648 628
New Zealand: Free Call: 0800 100 755
**www.sennheiser.com.au**
Follow us: **twitter.com/SennheiserAU_NZ**

SENNHEISER

# Showroom

THE COMPLETE LISTING OF NEW PASSENGER CARS IN AUSTRALIA

SECOND-HAND 122 | GREATEST ENGINES 129 | OUR GARAGE 138 | RETRO 152

# TT RS

AUDI

High (turbo) fives all-round for the latest hi-po RS Audi, on sale now for $134K. 0-100km/h in 4.6sec? *Schnell, ja...*

**ALFA TO VOLVO**
Pages tagged by make for easy flip/find

**ABBREV. INDEX**
Data columns explained here

## New, shiny Showroom
## Fresh stuff:

Fuel RON added to data columns; issue tested now includes Launches; Long Termers parked in Our Garage; Incoming and Marketplace move up front to Redline

**TICK & CROSS**
The things we love, and bits we don't

**NEW ARRIVALS**
New models for the month highlighted

BMW - ELFIN

Buy, Sell, Value & Research Cars at

2ND-HAND BUYER'S GUIDE

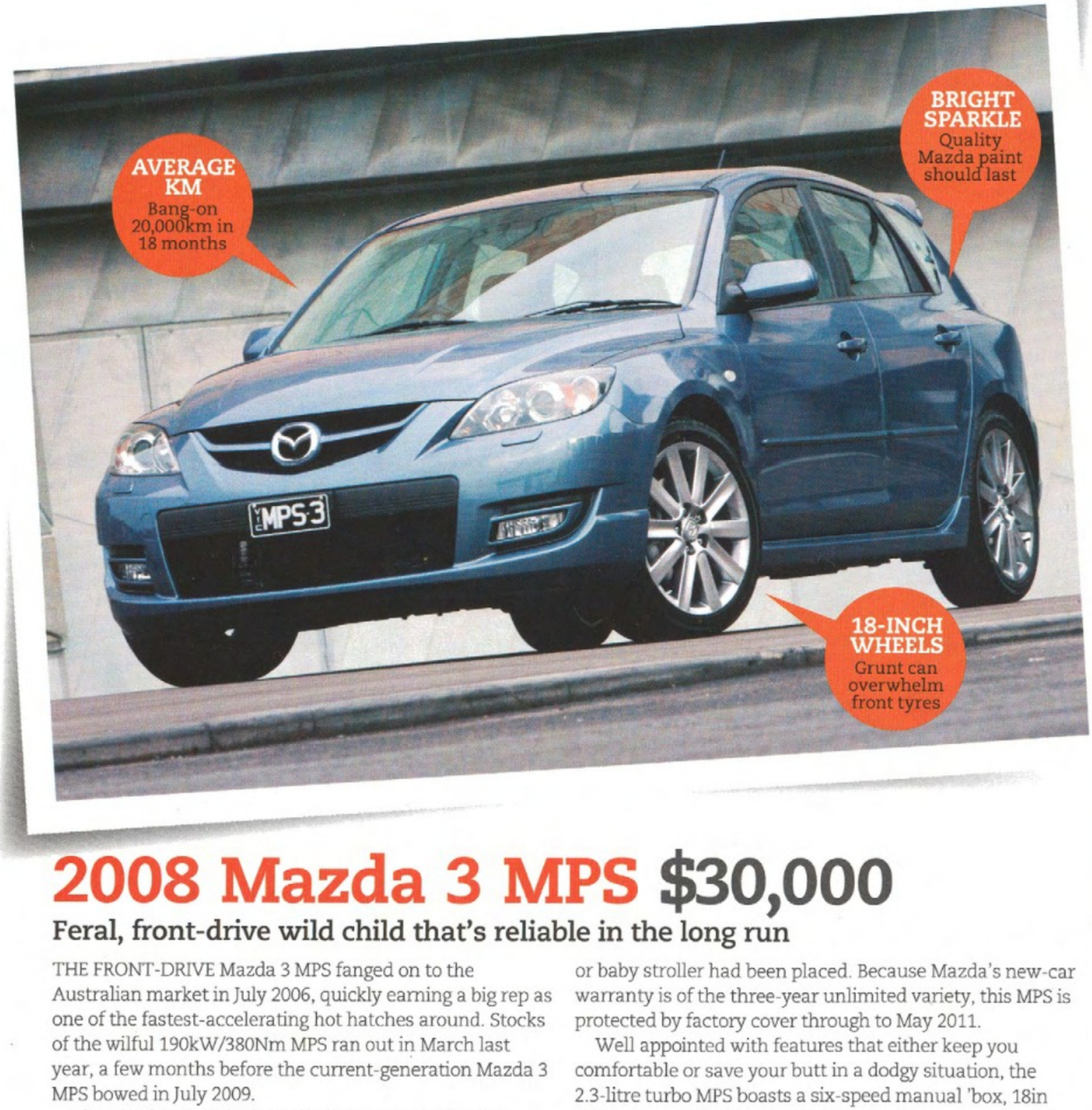
Performance hatc
circa $30,000

Warm, bread-and-butter new hatch? Or explosive, full-str
When you're buying Japanese, there's really no contest...

AVERAGE KM
Bang-on 20,000km in 18 months
BRIGHT SPARKL
Quality Mazda paint should last
MPS 3

# Performance hatches: circa $30,000

Warm, bread-and-butter new hatch? Or explosive, full-strength used hot hatch? When you're buying Japanese, there's really no contest…



**AVERAGE KM**
Bang-on 20,000km in 18 months

**BRIGHT SPARKLE**
Quality Mazda paint should last

**18-INCH WHEELS**
Grunt can overwhelm front tyres

## 2008 Mazda 3 MPS $30,000

### Feral, front-drive wild child that's reliable in the long run

THE FRONT-DRIVE Mazda 3 MPS fanged on to the Australian market in July 2006, quickly earning a big rep as one of the fastest-accelerating hot hatches around. Stocks of the wilful 190kW/380Nm MPS ran out in March last year, a few months before the current-generation Mazda 3 MPS bowed in July 2009.

The Mazda 3 MPS isn't as obedient or sophisticated as the likes of a VW Golf GTI, Ford Focus XR5 Turbo or Renaultsport Megane, but it is an eye-popping belter that can readily embarrass cars with twice the cylinder count.

Buyers were mainly career-focused males aged 20-34 who enjoy driving … or accountants chasing some elusive water-cooler cred.

This month's star car – a grey-with-cloth-trim one-owner, 20,000km 2008 Mazda 3 MPS – was on the showroom floor at our Deep Throat's dealership initially priced at $31,950. But a feisty haggler snapped it up for $30,000. It had been delivered new in May 2008, and serviced by an authorised Mazda dealership.

The latest buyer got a car that could be called 'as new' apart from a small mark on the boot carpet where a bike or baby stroller had been placed. Because Mazda's new-car warranty is of the three-year unlimited variety, this MPS is protected by factory cover through to May 2011.

Well appointed with features that either keep you comfortable or save your butt in a dodgy situation, the 2.3-litre turbo MPS boasts a six-speed manual 'box, 18in alloys, fogs, ESP, LSD, six airbags, six-CD stereo, and cruise.

Deep Throat likes his cars the way he likes his women, docile and respectful, so the MPS isn't quite his cup of tea. An over-powered, front-drive juvenile delinquent, he called it. But awfully fast for the cash.

"But the beauty of these reliable late-model Mazdas for us is that we sell 'em and never see 'em again," he said. Marvellous.

"This vehicle is a textbook used car – 18-24 months old, a big chunk of depreciation completed and still operating under a big slab of the new car warranty."

Good buying, sums up Deep Throat. The only real trap is a premium the owner will pay on a turbocharged performance vehicle in terms of fuel and insurance.

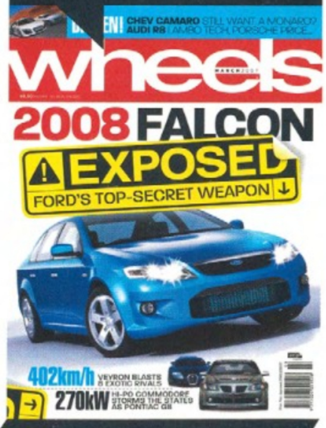
**PETER McKAY**

### We said: (Mar '07)

"The little Mazda is so seriously quick that the 3.5sec it takes between 80-120km/h in third gear is marginally quicker than an HSV Clubsport, 911 Carrera and Aston V8 Vantage."

"So taut are the suspension settings, so limited the spring travel, that crash-through is inevitable."

"Decent ergonomics, but interior barely distinguishable from regular 3."


CHEV CAMARO STILL WANT A MONARO?
AUDI R8 LAMBO TECH, PORSCHE PRICE
wheels
MARCH 2007
2008 FALCON
EXPOSED
FORD'S TOP-SECRET WEAPON
402km/h VEYRON BLASTS 8 EXOTIC RIVALS
270kW HI-PO COMMODORE STORMS THE STATES AS PONTIAC G8

### Fast facts

**Engine** 2260cc 4cyl, dohc 16v, turbo
**Power** 190kW @ 5500rpm
**Torque** 380Nm @ 3000rpm
**Trans** Six-speed manual
**0-100km/h** 6.4secs (*Wheels* data)
**0-400m** 14.5secs (*Wheels* data)
**Odo** 20,158km
**Colour & trim** Grey with grey cloth trim
**Price new** $39,690
**Price used** $30,000 (2010)

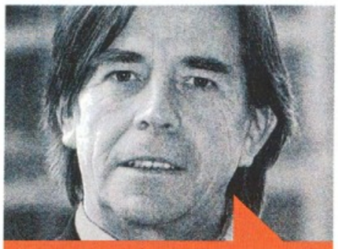
+ Serious hot-hatch turbo grunt, good sports seats, ESP and a swag of 'bags. Japanese build quality and reliability

− Styling that makes any owner over 30 look like a try-hard prat, torque steer, firm ride, space saver/temporary spare

What would these enthusiasts buy instead?

# ‘I’d buy this’

**NAME:** John Paul Young **AGE:** 59
**LIVES:** Lake Macquarie, NSW
**OCCUPATION:** Entertainer



## 2004 BMW 525I SEDAN

“I’ve got a 10-year old 528i Bimmer now and it’s been brilliant. Comfortable, safe with eight airbags, fairly economical 9.6 litres/100km, plenty of space, and a pleasant drive. You get so much for your bucks. Actually, I’m up for a replacement car now, so this is a timely exercise for me. I reckon with careful culling I can get a lowish mileage current-shape ’04-’05 525i E60 for that money. Look out for me, will you?”

**Spotted online from**
**$33,190**

**NAME:** Dylan Gray
**AGE:** 25 **LIVES:** Bondi, NSW.
**OCCUPATION:** Journalist

## 2003 MITSUBISHI EVO VIII

“Two-litre turbos push all the right buttons when it comes to my vehicle preferences, making the Mazda 3 MPS a very interesting possibility. But my love for bigger cars and a reluctance to have that much power in a front-drive car means that, for a little more money, I would opt for a 2003 Evo VIII. It still looks very modern, has a phenomenal driveline and a bit more space to fit my surfboards. And, hopefully, some girls.”

**Spotted online from**
**$36,000**

**NAME:** Sofie Field
**AGE:** 23 **LIVES:** Sydney, NSW
**OCCUPATION:** Account Manager

## 2009 VOLKSWAGEN GOLF 103 TDI

“The Mazda 3 MPS looks like a great car but it’s a little too flashy for my tastes. I spend a lot of time driving across Sydney to work and back, so fuel economy and comfort are most important. The 2.0-litre TDI engine gives the Golf extremely good economy plus extra torque for freeway and hills. Safety is also important to me (and my Dad) and the five-star ANCAP rating ticks this box. Plus, the Golf is big enough to fit in my friends.”

**RedBook value**
**$28,000**

### Fast facts

**Production** 2003-10 (E60)
**Engine** 2494cc six-cylinder dohc 24v
**Power/torque** 141kW/245Nm
**Trans** 6-speed automatic
**Did you know?** The 5 Series got its name by being the fifth of the “new series” cars after the V8 and Isetta era.

### We say:

JPY, you do have a heart-warming affection for your Bee-Em sedans. We’re gonna resist the temptation to say “Love Is In the Air”. A low-kay unit with a good service history should treat you well. The sharp chassis still works a treat today, and the 2.5-litre six is willing and efficient. The 5 Series is also big enough to fit your fishing tackle. And your royalty cheques.

### Fast facts

**Production** 2003-05
**Engine** 1997cc 4cyl, dohc, 16v, turbo
**Power/torque** 195kW/355Nm
**Trans** 5-speed manual
**Did you know?** The Evo VIII was the first Lancer Evolution model to be sold in the US and ‘officially’ in Oz.

### We say:

The Evo VIII, $62K worth of homologation special when sold new, remains a stonkingly good road and track weapon. This model came with active yaw control, but no cruise control. Less palatable is a sobering insurance slug, despite DataDot protection. Also, it gets only two front ’bags. Crap sound system too, but the exhaust noise drowns it out. Also likes 98 RON.

### Fast facts

**Production** 2009-
**Engine** 1968cc common-rail dohc 4cyl t/d
**Power/torque** 103kW/320Nm
**Trans** 6-speed manual
**Did you know?** The new Golf uses 527kg of recycled materials – more than 40 percent of the vehicle weight.

### We say:

Can’t say the safe, evolutionary styling of the new Golf turns us into lovelorn softies, but we can’t argue with your reasons for tapping the 103 TDI. It’s a very frugal (5.3L/100km), and driveable unit with strong dynamics. A newie is a few thou north of our $30K ceiling but you could pick up a slightly used ’09 one for $30K-ish, or a MkV for much less.

# Rare spare

Broken promise, easy fix

It’s curious how regular, recurring problems seem to afflict different models: Alfa Spyders always break indicator stalks, MkV Golfs tend to bust window winders. Deep Throat’s dealership recently purchased a 2000 Honda CR-V with a 125,000km history. It was the second CR-V to hit the showroom in just a four-month span and both revealed a similar odd problem – the rear diff became noisy and suffered a strange ‘grabbing’ sensation when turning out of a tight spot at low speed. The fix was cheap and simple; resolved by merely refreshing the old diff oil. So, a simple $40 parts, $40 labour fix and the CR-V was back running sweetly.

### What else?

Want a hot hatch that isn’t a 3 MPS? Here’s a few we’ve spotted online: bright red ’08 MkV Golf GTI with 12,000km for $34K; black-with-grey-stickers ’07 Renaultsport Megane 225 F1 Team R26 with 55,000km for $35K; a metallic orange ’06 Ford Focus XR5 Turbo with 30,000km for $28K; or, for a real bargain, an ’08 Holden Astra SRi Turbo with just 18,000km for $24K. Not bad at all.

Recommended Retail Price at time of publication
L=in-line, V=vee, F=flat, R=rotary. Number of cyls or rotors. T=turbo, S=s'charged, D=diesel, H=hybrid
Litres
Kilowatts
Newton metres
M=manual, A=automatic, S=sequential, C=CVT
Kilograms
0-100km/h acceleration, in secs (Wheels-tested figures in italics)
0-400m acceleration, in secs (Wheels-tested figures in italics)
Fuel consumption in Litres/100km
Recommended octane rating
RedBook predicted resale rating, retained after 3 years
When we drove it
F= Front drive, R=Rear drive, A=All drive, PA=Part-time all drive

Buy, Sell, Value & Research Cars at carsales.com.au
Australia's No. 1 Auto Website

## Alfa Romeo

3yr/100,000km
www.alfaromeo.com.au

### MiTo — Modern-day Alfasud with fewer bubbles

☑ Retro style, without actually being a remake of anything; quick, thrifty small turbo fours
☒ It isn't the most spacious or dynamic car for $30-40K, but will the fashionista care?
- **The Pick:** Sport adds real go to MiTo's show. Just make sure it's red

| | Price | Eng type | Eng size | Power | Torque | Trans. | Kerb weight | 0-100 km/h | 0-400 metres | Fuel cons. | RON | Resale % | Issue tested | Drive |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | $31,490 | L4T | 1.4 | 88 | 206 | M5 | 1145 | 8.8 | – | 6.1 | 95 | 55 | | F |
| Sport | $37,490 | L4T | 1.4 | 114 | 230 | M6 | 1145 | *8.8* | *16.4* | 6.5 | 95 | 55 | 02/ | F |

### 147 — Chunky Italian sauce with bite

☑ Effervescent character and rorty 2.0-litre makes 147 tempting...
☒ ...but it feels old, and dynamics don't quite live up to the Alfa pedigree
- **The Pick:** She's a bit creaky nowadays, and outclassed by newer MiTo. Best look elsewhere

| | Price | Eng type | Eng size | Power | Torque | Trans. | Kerb weight | 0-100 km/h | 0-400 metres | Fuel cons. | RON | Resale % | Issue tested | Drive |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 2.0 3dr | $36,990 | L4 | 2.0 | 110 | 181 | M5 | 1250 | 9.3 | – | 8.9 | 95 | 51 | | F |
| 2.0 3dr | $38,990 | L4 | 2.0 | 110 | 181 | S5 | 1250 | 9.3 | – | 8.9 | 95 | 52 | | F |
| 2.0 Monza 5dr | $38,990 | L4 | 2.0 | 110 | 181 | M5 | 1270 | 9.3 | – | 8.9 | 95 | 50 | | F |
| 2.0 Monza 5dr | $40,990 | L4 | 2.0 | 110 | 181 | S5 | 1270 | 9.3 | – | 8.9 | 95 | 51 | | F |
| 1.9 JTD 5dr | $39,990 | L4TD | 1.9 | 110 | 305 | M6 | 1310 | 8.8 | – | 5.8 | D | 51 | | F |
| 1.9 JTD Monza 5dr | $42,990 | L4TD | 1.9 | 110 | 305 | M6 | 1310 | 8.8 | – | 5.8 | D | 51 | | F |

### 159 — No excuses necessary

☑ The most complete Alfa ever – sexy, rewarding and refined
☒ Despite its lithe physique, 159 is a little too plump for its own good
- **The Pick:** Ti is sportier and petrol version is less understeery – go for the 2.2 JTS Ti manual

| | Price | Eng type | Eng size | Power | Torque | Trans. | Kerb weight | 0-100 km/h | 0-400 metres | Fuel cons. | RON | Resale % | Issue tested | Drive |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1.9 JTD | $49,990 | L4TD | 1.9 | 110 | 320 | A6 | 1555 | 9.4 | – | 6.0 | D | 55 | | F |
| 1.9 JTD | $51,990 | L4TD | 1.9 | 110 | 320 | A6 | 1560 | 9.6 | – | 7.1 | D | 55 | | F |
| 1.9 JTD Sportwagon | $55,990 | L4TD | 1.9 | 110 | 320 | A6 | 1610 | 9.8 | – | 7.2 | D | 55 | | F |
| 2.2 JTS | $50,990 | L4 | 2.2 | 136 | 230 | M6 | 1496 | 8.9 | 16.3 | 9.4 | 95 | 55 | 07/06 | F |
| 2.2 JTS | $52,990 | L4 | 2.2 | 136 | 230 | S6 | 1496 | 8.8 | – | 9.2 | 95 | 55 | | F |
| 2.2 JTS Sportwagon | $55,990 | L4 | 2.2 | 136 | 230 | S6 | 1546 | 9.0 | – | 9.3 | 95 | 55 | | F |
| 2.2 JTS Ti | $55,990 | L4 | 2.2 | 136 | 230 | M6 | 1496 | 8.8 | – | 9.4 | 95 | 55 | | F |
| 2.4 JTDm | $60,990 | L5TD | 2.4 | 147 | 400 | A6 | 1670 | 8.4 | – | 8.0 | D | 54 | | F |
| 2.4 JTDm Ti | $62,990 | L5TD | 2.4 | 147 | 400 | A6 | 1670 | 8.9 | 16.4 | 8.0 | D | 54 | 05/09 | F |
| 2.4 JTD Sportwagon | $65,990 | L5TD | 2.4 | 147 | 400 | A6 | 1720 | 8.6 | – | 8.1 | D | 55 | | F |
| 2.4 JTD Ti S'wagon | $65,990 | L5TD | 2.4 | 147 | 400 | A6 | 1720 | 8.6 | – | 8.1 | D | 55 | 12/08 | F |
| 3.2 V6 Ti | $79,990 | V6 | 3.2 | 191 | 322 | A6 | 1690 | 7.2 | – | 12.2 | 95 | 54 | | A |
| 3.2 V6 Ti S'wagon | $82,990 | V6 | 3.2 | 191 | 322 | A6 | 1740 | 7.4 | – | 12.3 | 95 | 54 | | A |

### GT — Sophia Loren on wheels

☑ To-die-for looks and to-die-for engines; involving handling on smooth roads; great seats
☒ Can't handle bumps and corners simultaneously; ride is crashy, even at low speeds
- **The Pick:** V6 lacks four's balance, though a BMW 3 Series kills both for driver appeal

| | Price | Eng type | Eng size | Power | Torque | Trans. | Kerb weight | 0-100 km/h | 0-400 metres | Fuel cons. | RON | Resale % | Issue tested | Drive |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 2.0 JTS | $49,990 | L4 | 2.0 | 121 | 206 | M5 | 1320 | 8.7 | – | 8.7 | 95 | 52 | | F |
| 2.0 JTS | $51,990 | L4 | 2.0 | 121 | 206 | S5 | 1320 | 8.7 | – | 8.7 | 95 | 51 | | F |
| Monza Coupe JTS | $53,990 | L4 | 2.0 | 121 | 206 | M5 | 1320 | 8.7 | – | 8.7 | 95 | 51 | | F |
| V6 | $69,990 | V6 | 3.2 | 176 | 300 | M6 | 1410 | *6.9* | *14.8* | 12.4 | 95 | 51 | 01/05 | F |

### Brera — Trades on face value

☑ Show-car style is what the Brera's all about; V6 hugely tractable
☒ Crook ride, odd steering, and an unpredictable auto spoil the party
- **The Pick:** Brera's all about looks, so pick the four over the pricey V6

| | Price | Eng type | Eng size | Power | Torque | Trans. | Kerb weight | 0-100 km/h | 0-400 metres | Fuel cons. | RON | Resale % | Issue tested | Drive |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| JTS | $64,990 | L4 | 2.2 | 136 | 230 | M6 | 1470 | 8.8 | – | 9.4 | 95 | 51 | | F |
| JTS | $66,990 | L4 | 2.2 | 136 | 230 | S6 | 1470 | 8.6 | – | 9.2 | 95 | 51 | | F |
| JTS V6 AWD | $90,990 | V6 | 3.2 | 191 | 322 | A6 | 1630 | 7.2 | – | 12.2 | 95 | 53 | | A |

### Spider — Styling, loosely speaking

☑ Drool-inducing looks with the top down, and an interior too good to leave under wraps
☒ It's kinda like taking a hot Italian home only to find she's a dud between the sheets
- **The Pick:** Manual JTS. But if you want a hot roadster, think Audi TT, BMW Z4 or Boxster

| | Price | Eng type | Eng size | Power | Torque | Trans. | Kerb weight | 0-100 km/h | 0-400 metres | Fuel cons. | RON | Resale % | Issue tested | Drive |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| JTS | $69,990 | L4 | 2.2 | 136 | 230 | M6 | 1470 | 8.8 | – | 9.5 | 95 | 52 | | F |
| JTS | $73,990 | L4 | 2.2 | 136 | 230 | S6 | 1470 | 8.8 | – | 9.3 | 95 | 52 | | F |
| JTS V6 AWD | $97,990 | V6 | 3.2 | 191 | 322 | A6 | 1630 | 7.2 | – | 12.3 | 95 | 55 | | A |

## Aston Martin

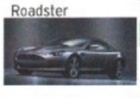
3yr/unlimited
www.astonmartin.com

### V8 Vantage — Superstar styling, but still a little lacking

☑ Truly stunning looks; good balance; huge grip; rarer than a 911; sounds awesome
☒ Some switchgear is pure Ford; notchy gearbox
- **The Pick:** Manual coupe. But we'd still pick a 911 because it's a sharper tool

| | Price | Eng type | Eng size | Power | Torque | Trans. | Kerb weight | 0-100 km/h | 0-400 metres | Fuel cons. | RON | Resale % | Issue tested | Drive |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Coupe | $260,852 | V8 | 4.7 | 313 | 470 | M6 | 1630 | 4.8 | – | 13.9 | 95 | 64 | | R |
| Coupe | $269,591 | V8 | 4.7 | 313 | 470 | S6 | 1630 | 4.8 | – | 13.2 | 95 | 64 | | R |
| Roadster | $286,274 | V8 | 4.7 | 313 | 470 | M6 | 1710 | 4.8 | – | 13.9 | 95 | 64 | | R |
| Roadster | $295,013 | V8 | 4.7 | 313 | 470 | S6 | 1710 | 4.8 | – | 13.2 | 95 | 64 | | R |

### DB9 — One of the most beautiful cars in the world



☑ Like Bond himself, the DB9 *is* class; dynamics and wailing V12 glorious
☒ Some quality issues at launch; DB9 not as quick as V12 suggests; tight packaging
- **The Pick:** A manual coupe. Or a DBS, if you can stretch to one

| | Price | Eng type | Eng size | Power | Torque | Trans. | Kerb weight | 0-100 km/h | 0-400 metres | Fuel cons. | RON | Resale % | Issue tested | Drive |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | $359,730 | V12 | 5.9 | 350 | 600 | M6 | 1710 | 4.8 | – | 16.5 | 98 | 66 | | R |
| | $368,469 | V12 | 5.9 | 350 | 600 | A6 | 1800 | 4.5 | – | 16.5 | 98 | 66 | | R |
| Volante | $389,389 | V12 | 5.9 | 350 | 600 | M6 | 1765 | 4.8 | – | 16.5 | 98 | 66 | | R |
| Volante | $398,128 | V12 | 5.9 | 350 | 600 | A6 | 1855 | 4.5 | – | 16.5 | 98 | 66 | | R |

### DBS — Exclusivity and ability in equal measure

☑ Harder and faster than DB9; a persuasive blend of luxury coupe and race car
☒ The price tag and rumours the Oz waiting list stretches into next decade; packaging
- **The Pick:** Good luck getting one, but well worth the extra coin over a DB9

| | Price | Eng type | Eng size | Power | Torque | Trans. | Kerb weight | 0-100 km/h | 0-400 metres | Fuel cons. | RON | Resale % | Issue tested | Drive |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Coupe | $497,441 | V12 | 5.9 | 380 | 570 | M6 | 1695 | 4.3 | – | 16.4 | 98 | 66 | | R |
| Coupe | $505,691 | V12 | 5.9 | 380 | 570 | A6 | 1695 | n/a | – | n/a | 98 | - | | R |

## Audi

3yr/unlimited
www.audi.com.au

### A3 — No longer the Nanna's Audi

☑ Lots of class and quality in a small hatch package; good dynamics, too
☒ Is it really worth the extra over a Golf?
- **The Pick:** TDI e offers quality and economy, but S3 is a fine German alternative to an STi

| | Price | Eng type | Eng size | Power | Torque | Trans. | Kerb weight | 0-100 km/h | 0-400 metres | Fuel cons. | RON | Resale % | Issue tested | Drive |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Attraction | $34,700 | L4 | 1.6 | 75 | 148 | S7 | 1250 | 11.7 | – | 6.7 | 95 | 62 | | F |
| Attraction S/B | $36,200 | L4 | 1.6 | 75 | 148 | S7 | 1285 | 12.0 | – | 6.7 | 95 | 62 | | F |
| TFSI Attraction S/B | $39,100 | L4T | 1.4 | 92 | 200 | S7 | 1310 | 9.5 | – | 5.8 | 95 | 63 | | F |
| TFSI Ambition S/B | $41,900 | L4T | 1.8 | 118 | 250 | S6 | 1310 | 7.8 | – | 6.7 | 98 | 63 | | F |
| TFSI Ambition S/B | $43,900 | L4T | 1.8 | 118 | 250 | S7 | 1335 | 7.8 | – | 6.7 | 98 | 63 | | F |
| TDI Ambition S/B | $47,000 | L4TD | 2.0 | 125 | 350 | S6 | 1395 | 7.9 | – | 5.7 | D | 64 | | F |
| TFSI quattro S/B | $52,000 | L4T | 2.0 | 147 | 280 | S6 | 1455 | 6.7 | – | 7.6 | 98 | 64 | | A |
| S3 | $66,500 | L4T | 2.0 | 188 | 330 | M6 | 1455 | 5.7 | – | 8.5 | 98 | 59 | | A |
| S3 S/B | $68,400 | L4T | 2.0 | 188 | 330 | M6 | 1532 | 5.8 | – | 8.5 | 98 | 59 | | A |
| S3 S/B | $68,400 | L4T | 2.0 | 188 | 330 | S6 | 1595 | 5.8 | – | 8.5 | 98 | 59 | 09/09 | A |

### A3 Cabriolet — Audi's baby soft-top

☑ Excellent 1.8- and 2.0-litre turbo fours; enjoyable dynamics; good rigidity for a rag-top
☒ You could have a folding-hardtop Eos for this money; sweet, but underpowered 1.6
- **The Pick:** 2.0 TFSI, but then maybe the 1.6 is all the engine an A3 Cab buyer will ever need?

| | Price | Eng type | Eng size | Power | Torque | Trans. | Kerb weight | 0-100 km/h | 0-400 metres | Fuel cons. | RON | Resale % | Issue tested | Drive |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Attraction | $42,900 | L4 | 1.6 | 75 | 148 | M5 | 1330 | 12.5 | – | 7.0 | 95 | 66 | | F |
| TFSI Attraction | $48,100 | L4T | 1.8 | 118 | 250 | S6 | 1455 | 8.0 | – | 7.6 | 98 | 67 | | F |
| TFSI Ambition | $54,000 | L4T | 2.0 | 147 | 280 | M6 | 1455 | 7.4 | – | 7.3 | 98 | 67 | | F |
| TFSI Ambition | $56,200 | L4T | 2.0 | 147 | 280 | S6 | 1485 | 7.3 | – | 7.6 | 98 | 67 | | F |

### A4 — Taking the fight to 3 and C

☑ Out-sizes C-Class and 3 Series; lovely interiors; excellent drivetrains
☒ Steering still a tad artificial, ride still quite firm; nose-heavy sixes are disappointing
- **The Pick:** 1.8T is a sweetheart, but S4 is superb if you've got a sports-sedan-sized budget

| | Price | Eng type | Eng size | Power | Torque | Trans. | Kerb weight | 0-100 km/h | 0-400 metres | Fuel cons. | RON | Resale % | Issue tested | Drive |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1.8T | $49,200 | L4T | 1.8 | 118 | 250 | M6 | 1410 | 8.6 | – | 7.1 | 95 | 55 | | F |
| 1.8T | $52,000 | L4T | 1.8 | 118 | 250 | C | 1450 | 8.2 | *16.0* | 7.2 | 95 | 55 | 08/08 | F |
| 1.8T Avant | $54,800 | L4T | 1.8 | 118 | 250 | C | 1510 | 8.9 | – | 7.4 | 95 | 57 | | F |
| 2.0 TDI | $52,900 | L4TD | 2.0 | 105 | 320 | C | 1495 | 9.4 | – | 5.8 | D | 55 | | F |
| 2.0 TDI Avant | $55,700 | L4TD | 2.0 | 105 | 320 | C | 1555 | 9.7 | – | 6.0 | D | 57 | | F |
| 2.0 TFSI | $57,300 | L4T | 2.0 | 132 | 320 | C | 1485 | 8.2 | – | 7.1 | 95 | 60 | | F |
| 2.0 TFSI Avant | $60,100 | L4T | 2.0 | 132 | 320 | C | 1545 | 8.6 | – | 7.3 | 95 | 51 | | F |
| 2.7 TDI | $64,200 | V6 | 2.7 | 140 | 400 | C | 1595 | 7.7 | – | 6.4 | D | 55 | | F |
| 2.7 TDI Avant | $67,100 | V6 | 2.7 | 140 | 400 | C | 1685 | 7.9 | – | 6.5 | D | 51 | | F |
| 2.0 TFSI quattro | $67,500 | L4T | 2.0 | 155 | 350 | M6 | 1520 | 6.6 | – | 7.4 | 95 | 60 | | A |
| 2.0 TFSI quattro | $70,700 | L4T | 2.0 | 155 | 350 | S7 | 1606 | 6.5 | – | 7.5 | 95 | 48 | | A |
| 2.0 TFSI Avant q'tro | $73,400 | L4T | 2.0 | 155 | 350 | S7 | 1605 | 6.6 | – | 7.7 | 95 | 52 | | A |
| 3.0 TDI quattro | $82,000 | V6TD | 3.0 | 176 | 500 | A6 | 1765 | 6.2 | – | 6.9 | 95 | 60 | | A |
| 3.2 FSI quattro | $87,000 | V6 | 3.2 | 195 | 330 | A6 | 1610 | 6.4 | – | 9.0 | 95 | 55 | | A |
| S4 | $115,000 | V6S | 3.0 | 245 | 440 | S7 | 1685 | *5.1* | *13.2* | 9.4 | 95 | 49 | 09/09 | A |

### TT — Second coming for iconic coupe

☑ Brilliant drivetrains; sharp handling; great soundtrack; S and RS are an absolute hoot
☒ Ride fidgety; back seat for midgets; rear visibility better, but still not great
- **The Pick:** 1.8 is a honey: light, pointy, and rides well. But go an S or RS, if you can stretch

| | Price | Eng type | Eng size | Power | Torque | Trans. | Kerb weight | 0-100 km/h | 0-400 metres | Fuel cons. | RON | Resale % | Issue tested | Drive |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1.8 TFSI | $62,600 | L4T | 1.8 | 118 | 250 | M6 | 1370 | 7.2 | – | 6.7 | 95 | 60 | | F |
| 2.0 TDI quattro | $67,700 | L4TD | 2.0 | 125 | 350 | M6 | 1370 | 7.5 | – | 5.3 | D | 60 | | A |
| 2.0 TFSI | $67,300 | L4T | 2.0 | 147 | 280 | M6 | 1305 | 6.6 | – | 7.7 | 98 | 60 | | F |
| 2.0 TFSI | $71,400 | L4T | 2.0 | 147 | 280 | S6 | 1305 | 6.6 | – | 7.7 | 98 | 60 | | F |
| 2.0 TFSI quattro | $74,000 | L4T | 2.0 | 147 | 280 | S6 | 1305 | 6.4 | – | – | 98 | 60 | | F |
| 3.2 FSI quattro | $89,400 | V6 | 3.2 | 184 | 320 | S6 | – | 5.7 | – | 9.5 | 98 | – | | A |
| S TFSI quattro | $95,100 | L4T | 2.0 | 200 | 350 | M6 | 1395 | 6.0 | *13.8* | 8.0 | 98 | 60 | 11/08 | A |
| S TFSI quattro | $95,100 | L4T | 2.0 | 200 | 350 | S6 | 1415 | 5.2 | – | 7.9 | 98 | 60 | | A |
| RS TFSI quattro | $133,700 | L5T | 2.5 | 250 | 450 | M6 | 1450 | 4.6 | – | 9.2 | 98 | – | | A |
| Roadster 2.0 TFSI | $76,500 | L4T | 2.0 | 147 | 280 | S6 | 1315 | 6.5 | – | 7.8 | 98 | 60 | 07/07 | F |
| Roadster 2.0 quattro | $77,800 | L4T | 2.0 | 147 | 280 | S6 | 1315 | 6.5 | – | 7.8 | 98 | 60 | | F |
| S TFSI quattro Rdstr | $99,500 | L4T | 2.0 | 200 | 350 | M6 | 1455 | 5.6 | – | 8.2 | 98 | 60 | | A |
| S TFSI quattro Rdstr | $99,500 | L4T | 2.0 | 200 | 350 | S6 | 1475 | 5.8 | *14.0* | 8.0 | 98 | 60 | 07/09 | A |

### A5 — Another sharp suit from Ingolstadt

☑ A5's definitely a looker, and will turn heads; S5's V8 goes hard; Sportback's versatility
☒ Sixes and eights are very understeery, and the ride turns crashy with bigger wheels
- **The Pick:** Surprisingly, the lighter, cheaper 2.0 TFSI is the most rewarding A5

| | Price | Eng type | Eng size | Power | Torque | Trans. | Kerb weight | 0-100 km/h | 0-400 metres | Fuel cons. | RON | Resale % | Issue tested | Drive |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 2.0 TFSI | $67,300 | L4T | 2.0 | 155 | 350 | M6 | 1490 | 6.5 | – | 7.4 | 95 | 58 | | F |
| 2.0 TFSI quattro | $76,800 | L4T | 2.0 | 155 | 350 | M6 | 1490 | 6.5 | – | 7.4 | 95 | 58 | | A |
| 2.0 TFSI quattro | $79,900 | L4T | 2.0 | 155 | 350 | S7 | 1531 | 6.5 | – | 7.5 | 95 | 58 | 07/09 | A |
| 3.0 TDI quattro | $90,050 | V6TD | 3.0 | 176 | 500 | A6 | 1685 | 6.1 | – | 6.9 | D | 58 | | A |
| 3.2 FSI quattro | $94,100 | V6 | 3.2 | 195 | 330 | A6 | 1605 | 6.6 | – | 9.0 | 98 | 58 | | A |
| S5 | $133,500 | V8 | 4.2 | 260 | 440 | M6 | 1630 | 5.4 | – | 10.8 | 98 | 58 | 06/07 | A |
| S5 | $133,500 | V8 | 4.2 | 260 | 440 | A6 | 1630 | 5.4 | – | 10.8 | 98 | 57 | | A |

NEW ARRIVALS
New models for the month highlighted

# Showroom

A8
BIG BAD LIMO

### WATCH OUT 7 SERIES...

What you're looking at here is Audi's new-generation A8, but 'super-sized A4 with a sixth window' may be a more honest description. Ingolstadt's new luxo limo features an all-aluminium body, eight-speed auto, adaptive air suspension, all-LED headlights, and, get this, an optional 1400-watt Bang & Olufsen stereo. The A8 is pegged for a late 2010 local launch.

### A5 Sportback Sexy-backed five door

☑ Mixes five-door hatchback versatility with a level of style that makes A6 look boring
☒ Still only seats four, so an A4 Avant is much more practical; 3.0 TDI not worth the extra
- **The Pick:** All-wheel drive 2.0 TFSI makes plenty of sense if you only need four seats

| | Price | Eng type | Eng size | Power | Torque | Trans. | Kerb weight | 0-100 km/h | 0-400 metres | Fuel cons. | RON | Resale % | Issue tested | Drive |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 2.0 TFSI Sportback | $78,400 | L4T | 2.0 | 155 | 350 | S7 | 1615 | 6.6 | – | 7.5 | 95 | 58 | | A |
| 3.0 TDI Sportback | $89,100 | V6TD | 3.0 | 176 | 500 | S7 | 1720 | 6.1 | – | 6.6 | D | 58 | | A |

### A5 Cabriolet Sexier than the coupe, if that's possible

☑ Just when you thought A5 coupe couldn't get any sexier; cheaper than a 3 Series cab
☒ Can't seat four in comfort; hefty weight increase over coupe
- **The Pick:** As with every A5 bodystyle, there's no need to go past the superb 2.0 TFSI

| | Price | Eng type | Eng size | Power | Torque | Trans. | Kerb weight | 0-100 km/h | 0-400 metres | Fuel cons. | RON | Resale % | Issue tested | Drive |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 2.0 TFSI quattro | $90,500 | L4T | 2.0 | 155 | 350 | S7 | 1685 | 6.4 | – | 6.8 | 95 | 58 | 10/09 | A |
| 3.0 TDI quattro | $107,100 | V6TD | 3.0 | 176 | 500 | S7 | 1860 | 6.4 | – | 6.8 | D | 58 | | A |
| 3.2 FSI quattro | $111,200 | V6 | 3.2 | 195 | 330 | S7 | 1785 | 6.9 | – | 9.5 | 98 | 58 | | A |
| S5 | $138,100 | V6S | 3.0 | 245 | 440 | S7 | 1875 | 5.6 | – | 9.7 | 95 | – | | A |

### A6 Freshly facelifted, and now even better to drive

☑ Superb new supercharged 3.0 TFSI; world's finest build quality; cheaper than 5 Series
☒ Still can't seat five in comfort; overly firm ride; numb steering; RS6 is expensive
- **The Pick:** Smooth-torquing 3.0 TFSI hard to resist, but E-Class and 5 Series more dynamic

| | Price | Eng type | Eng size | Power | Torque | Trans. | Kerb weight | 0-100 km/h | 0-400 metres | Fuel cons. | RON | Resale % | Issue tested | Drive |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 2.0 TDI | $71,600 | L4TD | 2.0 | 125 | 350 | C | 1590 | 8.9 | – | 5.8 | D | 46 | | F |
| 2.0 TFSI | $74,700 | L4T | 2.0 | 125 | 280 | C | 1593 | 8.5 | – | 7.7 | 95 | 48 | | F |
| 2.7 TDI | $80,300 | V6TD | 2.7 | 140 | 400 | C | 1660 | 7.9 | – | 6.4 | D | 46 | | F |
| 2.8 FSI quattro | $87,700 | V6 | 2.8 | 162 | 280 | A6 | 1570 | 7.7 | – | 9.0 | 95 | 47 | | A |
| 3.0 TDI quattro | $103,500 | V6TD | 3.0 | 176 | 500 | A6 | 1785 | 6.8 | – | 7.1 | D | 47 | | A |
| 3.0 TFSI quattro | $107,400 | V6S | 3.0 | 213 | 420 | A6 | 1725 | 6.5 | 14.2 | 9.5 | 95 | 47 | 10/09 | A |
| S6 | $196,000 | V10 | 5.2 | 320 | 540 | A6 | 1910 | 6.8 | 15.1 | 13.4 | 98 | 47 | 04/07 | A |
| RS6 | $252,200 | V10TT | 5.0 | 426 | 650 | A6 | 1985 | 4.5 | – | 13.9 | 95 | 51 | | A |
| RS6 Avant | $260,200 | V10TT | 5.0 | 426 | 650 | A6 | 2025 | 4.7 | 12.7 | 14.0 | 95 | 51 | 01/09 | A |

### A8 Persistence sometimes breeds success

☑ Gorgeous; supremely comfortable; capable and desirable; benchmark body rigidity
☒ Firm ride; secretive steering; not as dynamic as a 7 Series; new model coming late-2010
- **The Pick:** Have you seen its resale? Buy a used V8 quattro or wait for the new-gen A8

| | Price | Eng type | Eng size | Power | Torque | Trans. | Kerb weight | 0-100 km/h | 0-400 metres | Fuel cons. | RON | Resale % | Issue tested | Drive |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 3.2 FSI quattro | $158,600 | V6 | 3.2 | 191 | 330 | A6 | 1770 | 7.9 | – | 9.8 | 91 | 46 | | A |
| 4.2 FSI quattro | $206,600 | V8 | 4.2 | 246 | 430 | A6 | 1810 | 6.3 | – | 12.0 | 98 | 46 | | A |
| 4.2 TDI quattro | $211,400 | V8TD | 4.2 | 240 | 650 | A6 | 1945 | 5.9 | – | 9.4 | D | 45 | | A |
| 3.0 TDI quattro LWB | $165,300 | V6TD | 3.0 | 171 | 450 | A6 | 1850 | 7.9 | – | 9.4 | D | 46 | | A |
| 4.2 FSI quattro LWB | $223,800 | V8 | 4.2 | 246 | 430 | A6 | 1850 | 6.4 | – | 11.9 | 98 | 46 | | A |
| 6.0 W12 quattro LWB | $331,300 | W12 | 6.0 | 331 | 580 | A6 | 2000 | 5.2 | – | 13.9 | 98 | 46 | | A |
| S8 | $264,100 | V10 | 5.2 | 331 | 540 | A6 | 1940 | 5.1 | – | 13.4 | 95 | 55 | | A |

### R8 Gives the 911 a serious run

☑ Supremely driveable and liveable supercar that looks and drives like a million bucks
☒ Unintuitive R-tronic 'box frustrating in town; steering lacks 911 levels of feedback
- **The Pick:** The V10: it's a genuine weapon, and costs $133K less than a Lambo Gallardo

| | Price | Eng type | Eng size | Power | Torque | Trans. | Kerb weight | 0-100 km/h | 0-400 metres | Fuel cons. | RON | Resale % | Issue tested | Drive |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 4.2 FSI quattro | $268,500 | V8 | 4.2 | 309 | 430 | M6 | 1560 | 4.6 | – | – | 98 | 58 | | A |
| 4.2 FSI quattro | $284,400 | V8 | 4.2 | 309 | 430 | S6 | 1565 | 4.7 | 12.8 | – | 98 | 58 | 03/08 | A |
| 5.2 FSI quattro | $341,900 | V10 | 5.2 | 386 | 530 | M6 | n/a | 3.9 | – | – | 98 | – | | A |
| 5.2 FSI quattro | $357,800 | V10 | 5.2 | 386 | 530 | S6 | n/a | 3.9 | – | – | 98 | – | | A |

### Allroad An A6 wagon for the bush, sorta...

☑ Handsome; beautifully built and gorgeous cabins; strong and silky turbo-diesel
☒ Ride height compromises on-road dynamics; definitely *not* an off-roader; expensive
- **The Pick:** There's only one; perhaps consider the cheaper Volvo XC70 or Subie Outback

| | Price | Eng type | Eng size | Power | Torque | Trans. | Kerb weight | 0-100 km/h | 0-400 metres | Fuel cons. | RON | Resale % | Issue tested | Drive |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 3.0 TDI | $103,800 | V6TD | 3.0 | 176 | 500 | A6 | 1850 | 7.4 | – | 8.8 | D | 49 | | A |

### Q5 Sports SUV, or just a capable family hauler?

☑ Class and quality with SUV space and versatility; punchy fours; sharp-ish dynamics
☒ Steering feels artificial; restless ride quality; DSG's slight hesitation from stationary
**The Pick:** There's a trend with Audis: cheaper, lighter, 2.0-litre turbo fours are the go

| | Price | Eng type | Eng size | Power | Torque | Trans. | Kerb weight | 0-100 km/h | 0-400 metres | Fuel cons. | RON | Resale % | Issue tested | Drive |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 2.0 TDI quattro | $60,500 | L4TD | 2.0 | 125 | 350 | S7 | 1770 | 10.1 | 17.2 | 6.8 | D | 63 | 02/10 | A |
| 2.0 TFSI quattro | $60,500 | L4T | 2.0 | 155 | 350 | S7 | 1740 | 7.2 | – | 8.5 | 95 | 62 | 02/10 | A |
| 3.2 FSI quattro | $70,600 | V6 | 3.2 | 195 | 330 | S7 | 1795 | 6.9 | – | 9.3 | 95 | 63 | 02/10 | A |
| 3.0 TDI quattro | $72,600 | V6TD | 3.0 | 176 | 500 | S7 | 1865 | 6.5 | – | 7.5 | D | 62 | 02/10 | A |

### Q7 QE7, more like it...

☑ Derived from Cayenne/Touareg, but with seven seats standard; great drivetrains; interior
☒ Fairly heavy styling matches weight; it's enormous – takes up an entire lane in city traffic
- **The Pick:** Definitely the V8 diesel: it's smooth, torquey, and won't suck your wallet dry

| | Price | Eng type | Eng size | Power | Torque | Trans. | Kerb weight | 0-100 km/h | 0-400 metres | Fuel cons. | RON | Resale % | Issue tested | Drive |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 3.6 FSI | $86,900 | V6 | 3.6 | 206 | 360 | A6 | 2205 | 8.5 | – | 12.7 | 98 | 63 | | A |
| 3.0 TDI quattro | $88,700 | V6TD | 3.0 | 171 | 500 | A6 | 2295 | 8.9 | 16.4 | 10.4 | D | 65 | 08/07 | A |
| 4.2 FSI quattro | $122,600 | V8 | 4.2 | 257 | 440 | A6 | 2240 | 7.4 | – | 13.3 | 98 | 64 | | A |
| 4.2 TDI quattro | $127,900 | V8TD | 4.1 | 240 | 760 | A6 | – | 6.4 | – | 11.1 | D | 64 | | A |
| V12 TDI quattro | $254,900 | V12 | 6.0 | 312 | 1000 | A6 | 2635 | 5.5 | – | 11.3 | D | – | | A |

## Bentley

3yr/unlimited
www.bentleymotors.com

### Continental GT Sheer class, without the stuffiness

☑ Stunning looks; beautiful craftsmanship; feels smaller than its weight suggests
☒ Beefy TT W12 should be quicker to 100; rear seat is almost +2; Paris Hilton owns one
- **The Pick:** Supersports is newer, lighter, harder. And doesn't get crook woodgrain

| | Price | Eng type | Eng size | Power | Torque | Trans. | Kerb weight | 0-100 km/h | 0-400 metres | Fuel cons. | RON | Resale % | Issue tested | Drive |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | $398,587 | W12TT | 6.0 | 412 | 650 | A6 | 2290 | 5.6 | 13.6 | 16.6 | 98 | 67 | 02/04 | A |
| Speed | $428,247 | W12TT | 6.0 | 449 | 750 | A6 | 2290 | 4.5 | – | 16.6 | 98 | 66 | 10/07 | A |
| Supersports | $525,000 | W12TT | 6.0 | 463 | 800 | A6 | 2180 | 3.9 | – | 16.3 | 98 | 63 | | A |

### Continental Flying Spur GT goes four-door

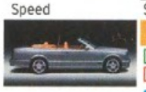
☑ As above, but the ease of four doors and ample room in the rear for Sir to recline
☒ Extra weight blunts performance slightly – 0.4sec slower to 100 than Continental GT
- **The Pick:** Either is a fine upper-crust alternative to a 7 Series or S-Class, but go the Speed

| | Price | Eng type | Eng size | Power | Torque | Trans. | Kerb weight | 0-100 km/h | 0-400 metres | Fuel cons. | RON | Resale % | Issue tested | Drive |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | $370,516 | W12TT | 6.0 | 412 | 650 | A6 | 2475 | 5.2 | – | 16.6 | 95 | 67 | | A |
| Speed | $400,176 | W12TT | 6.0 | 449 | 650 | A6 | 2475 | 4.8 | – | 16.6 | 95 | 67 | 09/08 | A |

### Continental GTC A sunnier Conti GT

☑ Traffic-stopping curves with the roof down; natural tan looks better than a salon job
☒ Folding soft-top doesn't look great up; it's big, heavy and thirsty
- **The Pick:** The 412kW 'base' model will do fine, thanks

| | Price | Eng type | Eng size | Power | Torque | Trans. | Kerb weight | 0-100 km/h | 0-400 metres | Fuel cons. | RON | Resale % | Issue tested | Drive |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | $426,128 | W12TT | 6.0 | 411 | 650 | A6 | 2495 | 5.1 | – | 16.6 | 98 | 67 | | A |
| Speed | $480,997 | W12TT | 6.0 | 449 | 750 | A6 | 2485 | 4.8 | – | 16.6 | 98 | 63 | | A |



### Azure Old-school pimpin'

☑ Utter opulence – it's like an open-air Royal Palace; 1000Nm should pull continents closer
☒ Mega-rich rappers and overpaid European soccer players will flock; greenies won't
- **The Pick:** No real alternatives, so it's 'Mr T' or nothin'

| | Price | Eng type | Eng size | Power | Torque | Trans. | Kerb weight | 0-100 km/h | 0-400 metres | Fuel cons. | RON | Resale % | Issue tested | Drive |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| T | $744,132 | V8TT | 6.8 | 373 | 1000 | A6 | 2695 | 5.5 | – | 19.5 | 98 | 58 | | R |

## BMW

3yr/unlimited
www.bmw.com.au

### 1 Series Hatch It's the One for driver involvement

☑ The only rear-drive in its class offers brilliant dynamics; individual appearance
☒ Petrol fours no match for the chassis; rear seat cramped; ride on sports suspension
- **The Pick:** The 120d is a brilliant all-rounder; the 130i a superb driver's car

| | Price | Eng type | Eng size | Power | Torque | Trans. | Kerb weight | 0-100 km/h | 0-400 metres | Fuel cons. | RON | Resale % | Issue tested | Drive |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 118i | $38,900 | L4 | 2.0 | 100 | 180 | M6 | 1275 | 9.4 | – | 7.4 | 98 | 52 | | R |
| 118i | $41,100 | L4 | 2.0 | 100 | 180 | A6 | 1300 | 10.1 | – | 7.6 | 98 | 51 | | R |
| 118d | $42,170 | L4TD | 2.0 | 105 | 300 | M6 | – | – | – | – | D | – | | R |
| 118d | $44,370 | L4TD | 2.0 | 105 | 300 | A6 | – | – | – | – | D | – | | R |
| 120i | $43,300 | L4 | 2.0 | 115 | 200 | M6 | 1300 | 9.7 | 16.9 | 7.9 | 98 | 54 | 01/08 | R |
| 120i | $45,500 | L4 | 2.0 | 115 | 200 | A6 | 1320 | 9.2 | – | 7.6 | 98 | 53 | 12/04 | R |
| 123d | $50,790 | L4TTD | 2.0 | 150 | 400 | M6 | – | – | – | – | D | – | | R |
| 123d | $53,070 | L4TTD | 2.0 | 150 | 400 | M6 | – | – | – | – | D | – | | R |

### 1 Series Coupe The modern-day 2002 Turbo?

☑ Steering, engines and handling all brilliant; 135i offers twin-turbo six for 323i money
☒ Not much lighter than a 3 Series; no spare in 135i; styling won't please everyone
- **The Pick:** All are excellent, but the twin-huffer 135i Sport is a belter

| | Price | Eng type | Eng size | Power | Torque | Trans. | Kerb weight | 0-100 km/h | 0-400 metres | Fuel cons. | RON | Resale % | Issue tested | Drive |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 125i | $54,400 | L6 | 3.0 | 160 | 270 | M6 | 1405 | 6.4 | – | 8.7 | 98 | 59 | | R |
| 125i | $58,364 | L6 | 3.0 | 160 | 270 | A6 | 1430 | – | – | 8.7 | 98 | 59 | | R |
| 123d | $57,900 | L4TTD | 2.0 | 150 | 400 | M6 | – | – | – | – | D | – | | R |
| 123d | $60,864 | L4TTD | 2.0 | 150 | 400 | A6 | – | – | – | – | D | – | | R |
| 135i Sport | $74,700 | L6TT | 3.0 | 225 | 400 | M6 | 1485 | 5.6 | 13.8 | 9.6 | 98 | 58 | 11/08 | R |
| 135i Sport | $77,664 | L6TT | 3.0 | 225 | 400 | A6 | 1485 | – | – | 9.6 | 98 | 58 | | R |

### 1 Series Convertible Entry-level al fresco Bavarian

☑ Bargain drop-top Beemer for buyers who don't need the extra size of a 3 Series
☒ Base 120i under-engined; body rigidity is good, but it still ain't as sharp as the coupe
- **The Pick:** If a convertible is about cruising, the smooth 125i gets the nod

| | Price | Eng type | Eng size | Power | Torque | Trans. | Kerb weight | 0-100 km/h | 0-400 metres | Fuel cons. | RON | Resale % | Issue tested | Drive |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 118d | $52,900 | L4TD | 2.0 | 105 | 300 | M6 | – | – | – | – | D | – | | R |
| 118d | $55,655 | L4TD | 2.0 | 105 | 300 | M6 | – | – | – | – | D | – | | R |
| 120i | $52,900 | L4 | 2.0 | 115 | 200 | M6 | 1430 | 9.2 | – | 8.1 | 98 | 62 | | R |
| 120i | $55,655 | L4 | 2.0 | 115 | 200 | A6 | 1460 | 10.0 | – | 8.2 | 98 | 62 | | R |
| 125i | $64,700 | L6 | 3.0 | 160 | 270 | M6 | 1510 | 6.9 | – | 9.1 | 98 | 59 | | R |
| 125i | $67,664 | L6 | 3.0 | 160 | 270 | A6 | 1540 | 7.5 | – | 9.1 | 98 | 59 | | R |
| 123d | $67,200 | L4TTD | 2.0 | 150 | 400 | M6 | – | – | – | – | D | – | | R |

| | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Recommended Retail Price at time of publication | L=in-line, V=vee, F=flat, R=rotary. Number of cyls or rotors. T=turbo, S=s'charged, D=diesel, H=hybrid | Litres | Kilowatts | Newton metres | M=manual, A=automatic, S=sequential, C=CVT | Kilograms | 0-100km/h acceleration, in secs (Wheels-tested figures in italics) | 0-400m acceleration, in secs (Wheels-tested figures in italics) | Fuel consumption in Litres/100km | Recommended octane rating | RedBook predicted resale rating, retained after 3 years | When we drove it | F=Front drive, R=Rear drive, A=All drive, PA=Part-time all drive |

Buy, Sell, Value & Research Cars at carsales.com.au Australia's No.1 Auto Website

| | Price | Eng type | Eng size | Power | Torque | Trans. | Kerb weight | 0-100 km/h | 0-400 metres | Fuel cons. | RON | Resale % | Issue tested | Drive |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 123d | $70,628 | L4TTD | 2.0 | 150 | 400 | A6 | – | – | – | – | D | – | | R |
| 135i Sport | $82,200 | L6TT | 3.0 | 225 | 400 | M6 | 1600 | 5.6 | – | 9.8 | 98 | 58 | | R |
| 135i Sport | $85,164 | L6TT | 3.0 | 225 | 400 | A6 | 1610 | 5.7 | – | 9.8 | 98 | 58 | | R |

**3 Series** The pedigree continues

☑ Brilliant sixes; involving dynamics; lovely steering; excellent auto; thumping TT six
☒ Run-flat tyres upset ride; 320i needs more urge; small boot; steering heavy for parking
- **The Pick:** Forget the underpowered petrol fours – 323i is the all-rounder and M3 is inspiring

| | Price | Eng type | Eng size | Power | Torque | Trans. | Kerb weight | 0-100 km/h | 0-400 metres | Fuel cons. | RON | Resale % | Issue tested | Drive |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 320i Executive | $54,500 | L4 | 2.0 | 115 | 200 | A6 | 1390 | *10.4* | *17.3* | 8.0 | 98 | 57 | 08/08 | R |
| 320i Touring Exec | $57,700 | L4 | 2.0 | 115 | 200 | A6 | 1460 | – | – | 8.1 | 98 | 58 | | R |
| 320d Executive | $58,300 | L4TD | 2.0 | 130 | 350 | A6 | 1445 | 8.0 | – | 5.4 | D | 61 | | R |
| 320d Exec Touring | $61,500 | L4TD | 2.0 | 130 | 350 | A6 | 1520 | 8.0 | – | 5.4 | D | 61 | | R |
| 323i | $58,300 | L6 | 2.5 | 140 | 230 | A6 | 1445 | 8.7 | – | 8.8 | 98 | 60 | | R |
| 323i Touring | $62,500 | L6 | 2.5 | 140 | 230 | A6 | 1500 | 8.9 | – | 8.9 | 98 | 60 | | R |
| 325i | $76,150 | L6 | 2.5 | 160 | 250 | A6 | 1460 | 8.6 | *16.2* | 8.8 | 98 | 58 | 10/07 | R |
| 330d | $90,150 | L6TD | 3.0 | 180 | 520 | A6 | 1550 | 6.2 | – | 9.6 | D | 58 | | R |
| 335i | $107,800 | L6TT | 3.0 | 225 | 400 | A6 | 1510 | *5.5* | *13.7* | 9.6 | 98 | 59 | 09/09 | R |
| 335i Touring | $112,200 | L6TT | 3.0 | 225 | 400 | A6 | 1630 | 5.9 | – | 9.3 | 98 | 60 | | R |
| M3 | $145,000 | V8 | 4.0 | 309 | 400 | M6 | 1605 | 4.9 | – | 12.4 | 98 | 61 | | R |
| M3 | $152,300 | V8 | 4.0 | 309 | 400 | S7 | 1680 | 5.3 | *13.4* | 11.9 | 98 | 60 | 04/09 | R |

**3 Series Coupe** It just keeps getting better

☑ A stellar drive with great turn-in and wonderful chassis balance; plenty of room for four
☒ New-gen run-flat tyres better, but ride still far from cosseting; minimal storage
- **The Pick:** 2007 COTY finalist for good reason – 335i is a gem; M3 simply superlative

| | Price | Eng type | Eng size | Power | Torque | Trans. | Kerb weight | 0-100 km/h | 0-400 metres | Fuel cons. | RON | Resale % | Issue tested | Drive |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 320d Coupe | $67,500 | L4TD | 2.0 | 130 | 350 | A6 | 1445 | 8.0 | – | 5.5 | D | – | | R |
| 325i Coupe | $83,600 | L6 | 2.5 | 160 | 250 | M6 | 1420 | 6.9 | – | 8.4 | 98 | 57 | | R |
| 325i Coupe | $86,565 | L6 | 2.5 | 160 | 250 | A6 | 1450 | 7.6 | – | 9.0 | 98 | 56 | | R |
| 330d Coupe | $94,050 | L6TD | 3.0 | 180 | 520 | A6 | 1540 | 6.1 | – | 6.2 | D | – | | R |
| 335i Coupe | $112,500 | L6TT | 3.0 | 225 | 400 | M6 | 1525 | 5.5 | – | 9.1 | 98 | 59 | | R |
| 335i Coupe | $116,000 | L6TT | 3.0 | 225 | 400 | S7 | 1525 | 5.4 | – | 8.8 | 98 | 59 | | R |
| M3 Coupe | $162,900 | V8 | 4.0 | 309 | 400 | M6 | 1600 | *5.1* | *13.2* | 12.4 | 98 | 59 | 01/08 | R |
| M3 Coupe | $170,200 | V8 | 4.0 | 309 | 400 | S7 | 1655 | 4.6 | – | 11.9 | 98 | 59 | | R |

**3 Series Convertible** Hard, not soft

☑ Still a sharp steer; lovely powerplants; refinement; form, thanks to folding metal roof
☒ Losing the roof (and rigidity) blunts dynamics; new diesels won't sound good top-down
- **The Pick:** If top-down is your style, performance probably isn't, so pick the 325i

| | Price | Eng type | Eng size | Power | Torque | Trans. | Kerb weight | 0-100 km/h | 0-400 metres | Fuel cons. | RON | Resale % | Issue tested | Drive |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 320d Convertible | $80,400 | L4TD | 2.0 | 130 | 350 | A6 | 1670 | 8.7 | – | 5.8 | D | – | | R |
| 325i Convertible | $97,350 | L6 | 2.5 | 160 | 250 | M6 | 1655 | 7.8 | – | 8.9 | 98 | 56 | | R |
| 325i Convertible | $100,315 | L6 | 2.5 | 160 | 250 | A6 | 1685 | 8.4 | – | 9.2 | 98 | 56 | | R |
| 330d Convertible | $107,050 | L6TD | 3.0 | 180 | 520 | A6 | 1765 | 6.5 | – | 6.4 | D | – | | R |
| 335i Convertible | $125,800 | L6TT | 3.0 | 225 | 400 | M6 | 1735 | 5.8 | – | 9.5 | 98 | 59 | 03/07 | R |
| 335i Convertible | $129,300 | L6TT | 3.0 | 225 | 400 | S7 | 1735 | n/a | – | 9.1 | 98 | 59 | | R |
| M3 Convertible | $176,140 | V8 | 4.0 | 309 | 400 | M6 | 1810 | 5.3 | – | 12.9 | 98 | 60 | | R |
| M3 Convertible | $183,440 | V8 | 4.0 | 309 | 400 | S7 | 1830 | 5.1 | – | 12.3 | 98 | 60 | | R |

**5 Series** Forget the adventurous styling - it's good

☑ Sharp chassis and brilliant balance; upgraded interior; wonderful sixes; creamy V8s
☒ Ride on run-flats lacking; gluggy variable-ratio steering; some cabin plastics look tacky
- **The Pick:** 550i is too firm and pricey; 530d Sports is quick, frugal, capable

| | Price | Eng type | Eng size | Power | Torque | Trans. | Kerb weight | 0-100 km/h | 0-400 metres | Fuel cons. | RON | Resale % | Issue tested | Drive |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 520d | $76,400 | L4TD | 2.0 | 130 | 350 | A6 | 1520 | 8.6 | – | 5.6 | D | 62 | | R |
| 523i | $86,530 | L6 | 2.5 | 140 | 230 | A6 | 1525 | 9.1 | – | 9.3 | 98 | 60 | | R |
| 525i | $96,910 | L6 | 2.5 | 160 | 250 | A6 | 1495 | 7.9 | – | 9.4 | 98 | 61 | | R |
| 530i | $116,824 | L6 | 3.0 | 200 | 315 | A6 | 1500 | *7.2* | *14.9* | 9.3 | 98 | 57 | 10/09 | R |
| 530i Touring | $123,179 | L6 | 3.0 | 200 | 315 | A6 | 1584 | 6.5 | – | 9.5 | 98 | 57 | | R |
| 530d | $116,250 | L6TD | 3.0 | 173 | 500 | A6 | 1600 | 6.8 | – | 6.6 | D | 59 | | R |
| 550i | $170,800 | V8 | 4.8 | 270 | 490 | A6 | 1660 | *5.9* | *14.0* | 10.3 | 98 | 55 | 11/06 | R |
| M5 | $241,816 | V10 | 5.0 | 373 | 520 | S7 | 1755 | *4.4* | *12.5* | 14.8 | 98 | 48 | 04/07 | R |

**6 Series** Grand touring, BMW-style

☑ Utterly refined and polished; V8's hot-rod tune; V10 M6 redefines 'ballistic'
☒ Styling controversial, as is iDrive; thirsty; techno-overload and no manual 'box for M6
- **The Pick:** 650Ci coupe looks tough, goes hard and undercuts techno-overload M6 by $100K

| | Price | Eng type | Eng size | Power | Torque | Trans. | Kerb weight | 0-100 km/h | 0-400 metres | Fuel cons. | RON | Resale % | Issue tested | Drive |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 650Ci Coupe | $227,300 | V8 | 4.8 | 270 | 490 | A6 | 1640 | 5.5 | – | 11.7 | 98 | 55 | | R |
| 650Ci Convertible | $245,100 | V8 | 4.8 | 270 | 490 | A6 | 1820 | 5.8 | – | 12.9 | 98 | 55 | | R |
| M6 | $292,555 | V10 | 5.0 | 373 | 520 | S7 | 1710 | 4.6 | – | 14.8 | 98 | 47 | 04/06 | R |
| M6 Convertible | $313,316 | V10 | 5.0 | 373 | 520 | S7 | 1930 | 4.7 | – | 15.0 | 98 | 47 | 06/07 | R |

**7 Series** Munich's faster new flagship

☑ New six and V8 twin turbos match previous atmo V8 and V12 for economy, but are quicker
☒ Too big for most mere mortals so only plutocrats will ever have the pleasure; resale
- **The Pick:** 730d has all the engine a wafting luxo-barge needs. Sips like a small hatch, too

| | Price | Eng type | Eng size | Power | Torque | Trans. | Kerb weight | 0-100 km/h | 0-400 metres | Fuel cons. | RON | Resale % | Issue tested | Drive |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 730d | $198,800 | L6TD | 3.0 | 180 | 540 | A6 | 1865 | 7.2 | – | 7.2 | D | 48 | 02/10 | R |
| 740i | $203,000 | L6TT | 3.0 | 240 | 450 | A6 | 1860 | 5.9 | – | 9.9 | 98 | 48 | | R |
| 740Li | $218,000 | L6TT | 3.0 | 240 | 450 | A6 | 1895 | 5.9 | – | 10.0 | 98 | 46 | | R |
| 750i | $274,200 | V8TT | 4.4 | 300 | 600 | A6 | 2945 | 5.2 | – | 11.4 | 98 | 47 | | R |
| 750Li | $291,200 | V8TT | 4.4 | 300 | 600 | A6 | 1980 | 5.3 | – | 11.4 | 98 | 47 | | R |
| 760Li | $386,000 | V12TT | 6.0 | 400 | 750 | A8 | – | 4.6 | – | – | – | – | | R |

**Z4** Now with added maturity. And softness

☑ Looks brilliant in the metal; sweeping interior is all class; folding hard-top; great chassis
☒ Twitchy on-limit behaviour of 35i; now more GT than hardcore hero
- **The Pick:** Honking new twin-turbo 35i is a peach, though Boxster carves it for dynamics

| | Price | Eng type | Eng size | Power | Torque | Trans. | Kerb weight | 0-100 km/h | 0-400 metres | Fuel cons. | RON | Resale % | Issue tested | Drive |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| sDrive23i | $86,200 | L6 | 2.5 | 150 | 250 | M6 | 1405 | 6.6 | – | 9.2 | 98 | 62 | | R |
| sDrive23i | $89,500 | L6 | 2.5 | 150 | 250 | A6 | 1430 | 6.6 | – | 8.9 | 98 | 61 | | R |
| sDrive30i | $98,100 | L6 | 3.0 | 190 | 310 | M6 | 1415 | 5.8 | – | 9.2 | 98 | 62 | | R |
| sDrive30i | $101,400 | L6 | 3.0 | 190 | 310 | A6 | 1430 | 5.8 | – | 9.0 | 98 | 62 | | R |
| sDrive35i | $116,900 | L6TT | 3.0 | 225 | 400 | M6 | 1505 | 5.2 | – | 9.8 | 98 | 62 | | R |
| sDrive35i | $120,400 | L6TT | 3.0 | 225 | 400 | S7 | 1525 | *5.4* | *13.6* | 9.4 | 98 | 62 | 07/09 | R |

**X3** Wants to be an X5 when it grows up

☑ Sweet petrol sixes; diesels superb; handling up to BMW standards
☒ Doesn't ride well or feel as good as an X5; steering lacks crisp BMW feel; not a looker
- **The Pick:** 25i engine is smooth and creamy, but Audi's Q5 is the better all-rounder

| | Price | Eng type | Eng size | Power | Torque | Trans. | Kerb weight | 0-100 km/h | 0-400 metres | Fuel cons. | RON | Resale % | Issue tested | Drive |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| xDrive20d Lifestyle | $62,200 | L4TD | 2.0 | 130 | 350 | A6 | 1750 | *9.0* | *16.4* | 6.7 | D | 63 | 08/09 | A |
| xDrive20d Exclusive | $64,431 | L4TD | 2.0 | 130 | 350 | A6 | 1750 | – | – | 6.7 | D | 62 | | A |
| xDrive25i Lifestyle | $69,500 | L6 | 2.5 | 160 | 250 | A6 | 1755 | 8.9 | – | 9.5 | 98 | 62 | | A |
| xDrive25i Exclusive | $72,400 | L6 | 2.5 | 160 | 250 | A6 | 1755 | 8.9 | – | 9.5 | 98 | 62 | | A |
| xDrive30i Lifestyle | $75,300 | L6 | 3.0 | 200 | 315 | A6 | 1765 | 7.5 | – | 9.7 | 98 | 62 | | A |
| xDrive30i Exclusive | $78,200 | L6 | 3.0 | 200 | 315 | A6 | 1765 | 7.5 | – | 9.7 | 98 | 62 | | A |
| xDrive30d Lifestyle | $77,400 | L6TD | 3.0 | 160 | 500 | A6 | 1810 | 7.9 | – | 7.7 | D | 62 | | A |
| xDrive30d Exclusive | $80,300 | L6TD | 3.0 | 160 | 500 | A6 | 1810 | 7.9 | – | 7.7 | D | 62 | | A |

**X5** Still the best-value BMW by the kilo

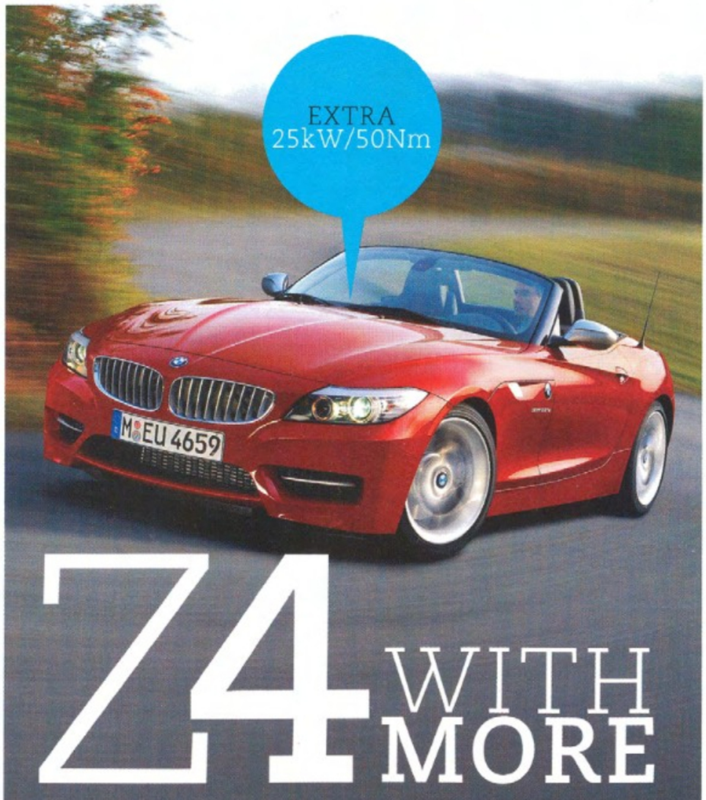
☑ Excellent handling for a 4WD; looks great; sonorous V8; torquey diesel
☒ Ford Territory's dynamics comparable; new-gen run-flats better, but ride still quite firm
- **The Pick:** Brilliant 48i is decent value, but 30d diesel six is the economy star

| | Price | Eng type | Eng size | Power | Torque | Trans. | Kerb weight | 0-100 km/h | 0-400 metres | Fuel cons. | RON | Resale % | Issue tested | Drive |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| xDrive30i | $86,635 | L6 | 3.0 | 200 | 315 | A6 | 2105 | 8.1 | – | 11.7 | 98 | 57 | | A |
| xDrive30i Executive | $88,541 | L6 | 3.0 | 200 | 315 | A6 | 2015 | 8.1 | – | 11.9 | 98 | 57 | | A |
| xDrive30d | $96,699 | L6TD | 3.0 | 160 | 500 | A6 | 2050 | 8.6 | – | 8.7 | D | 57 | | A |
| xDrive30d Executive | $98,604 | L6TD | 3.0 | 160 | 500 | A6 | 2105 | *8.9* | *16.3* | 8.7 | D | 57 | 08/07 | A |
| xDrive35d | $105,490 | L6TTD | 3.0 | 200 | 565 | A6 | 2185 | 7.2 | – | n/a | 98 | 57 | 04/08 | A |
| xDrive48i | $121,908 | V8 | 4.8 | 261 | 475 | A6 | 2170 | 6.5 | – | 12.5 | 98 | 57 | | A |
| M | $172,900 | V8TT | 4.4 | 408 | 680 | A6 | 2305 | 4.7 | – | 14.3 | 98 | – | | A |

**X6** Nicely executed, shame about the idea

☑ Advanced AWD system delivers staggering on-road ability; muscular powerplants
☒ It's big, heavy and only seats four; rear headroom suffers for style; is this really style?
- **The Pick:** The X6 is all about presence over practicality, so go the whole hog with the 50i

| | Price | Eng type | Eng size | Power | Torque | Trans. | Kerb weight | 0-100 km/h | 0-400 metres | Fuel cons. | RON | Resale % | Issue tested | Drive |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| xDrive35i | $115,700 | L6TT | 3.0 | 225 | 400 | A6 | 2070 | 6.7 | – | 12.1 | 98 | 60 | | A |
| xDrive35d | $121,500 | L6TTD | 3.0 | 210 | 580 | A6 | 2110 | 6.9 | – | 9.0 | 98 | 60 | | A |
| xDrive50i | $146,000 | V8TT | 4.4 | 300 | 600 | A6 | 2190 | 5.4 | – | 12.5 | 98 | 60 | 06/08 | A |
| M | $179,900 | V8TT | 4.4 | 408 | 680 | A6 | 2305 | 4.7 | – | 14.3 | 98 | – | | A |



## Z4 WITH MORE

IT'S ONLY been on sale for six months, but BMW has already given the Z4 35i a bit of a, well, boost. Thanks to increased turbo pressure, that peachy 3.0-litre twin-turbo six now produces 250kW at 5800rpm and 450Nm from 1400-4500rpm (or 500Nm with 'overboost'), and is good for 0-100km/h in a claimed 4.8sec. When it arrives here in May, the dual-clutch 'box will be standard, as will M sport adaptive damping and aero kit.

## Bufori

2yr/100,000km
www.bufori.com.au

### La Joya
An expensive way to stand out

☑ It's unique and better built than you might think; lively chassis; opulent cockpit
☒ Individuality doesn't come cheap; four-speed auto and Hyundai-sourced 2.7-litre V6
- **The Pick:** Not this. A Porsche? Or something old and restored?

| | Price | Eng type | Eng size | Power | Torque | Trans. | Kerb weight | 0-100 km/h | 0-400 metres | Fuel cons. | RON | Resale % | Issue tested | Drive |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | $180,000 | V6 | 2.7 | 127 | 245 | A4 | 1490 | 7.8 | – | 9.1 | 98 | – | | R |

## Caterham

1yr/20,000km
www.caterhamcars.com.au

### Seven
The joy of simplicity

☑ Ridiculously fast & fun; unassisted steering a joy at speed; smokes GT3s at track days
☒ Quality and reliability doubts; unforgiving ride; no ABS; heavy steering; tight cabin
- **The Pick:** If you're game, the new SVR 120 is cheapest, lightest and still quick

| | Price | Eng type | Eng size | Power | Torque | Trans. | Kerb weight | 0-100 km/h | 0-400 metres | Fuel cons. | RON | Resale % | Issue tested | Drive |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SVR 120 | $69,850 | L4 | 1.6 | 85 | 155 | M6 | 595 | 6.0 | – | 6.2 | 95 | – | | R |
| SVR 200 | $119,000 | L4 | 2.3 | 147 | 214 | M6 | 630 | 5.0 | – | 8.6 | 95 | – | | R |
| CSR 200 | $129,000 | L4 | 2.3 | 147 | 214 | M6 | 610 | 4.9 | – | 8.6 | 95 | – | | R |

## Chrysler

3yr/100,000km
www.chrysler.com.au

### Sebring
Bold, but not burly. Or very good

☑ Bold styling; packed with kit; acceptable handling; fantastic audio system on Limited
☒ Four-pot gutless and raucous at high revs; crap four-speed auto; soggy body control
- **The Pick:** Lies elsewhere. Mazda 6 and Accord Euro are much, much better

| | Price | Eng type | Eng size | Power | Torque | Trans. | Kerb weight | 0-100 km/h | 0-400 metres | Fuel cons. | RON | Resale % | Issue tested | Drive |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Touring | $29,990 | L4 | 2.4 | 125 | 220 | A4 | 1510 | 10.4 | 17.3 | 8.9 | 91 | 55 | 10/07 | F |
| Limited | $34,990 | L4 | 2.4 | 125 | 220 | A4 | 1510 | 11.3 | – | 8.9 | 91 | 55 | | F |
| Limited | $37,490 | V6 | 2.7 | 137 | 256 | A6 | 1520 | – | – | 9.9 | 91 | 57 | | F |
| Limited | $40,490 | L4TD | 2.0 | 103 | 310 | A6 | 1560 | 11.3 | – | 6.7 | D | 57 | | |
| Touring Cabrio | $43,990 | V6 | 2.7 | 137 | 256 | A6 | 1745 | 10.3 | – | 9.7 | 91 | 57 | | F |
| Limited Cabrio | $52,490 | V6 | 2.7 | 137 | 256 | A6 | 1785 | 10.3 | – | 9.7 | 91 | 56 | 08/07 | F |

### PT Cruiser
Retro panels hide smart packaging

☑ Distinctive styling reminds oldies of their youth; packaging produces room to spare
☒ Coarse and gravelly four-pot; interior quality is a blast from the past
- **The Pick:** It's dated and irrelevant. We'll pass, thanks

| | Price | Eng type | Eng size | Power | Torque | Trans. | Kerb weight | 0-100 km/h | 0-400 metres | Fuel cons. | RON | Resale % | Issue tested | Drive |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| GT | $31,990 | L4 | 2.4 | 105 | 214 | M5 | – | – | – | – | 91 | – | | F |
| GT | $33,990 | L4 | 2.4 | 105 | 214 | A4 | – | – | – | – | 91 | – | | F |
| Limited | $35,490 | L4 | 2.4 | 105 | 214 | M5 | 1435 | 10.6 | – | 9.7 | 91 | 58 | | F |
| Limited | $37,490 | L4 | 2.4 | 105 | 214 | A4 | 1470 | 11.5 | – | 10.4 | 91 | 58 | | F |
| Cabrio | $35,690 | L4 | 2.4 | 105 | 214 | M5 | 1605 | – | – | 9.7 | 91 | 61 | | F |
| Cabrio | $37,690 | L4 | 2.4 | 105 | 214 | A4 | 1605 | – | – | 10.4 | 91 | 60 | | F |

### Grand Voyager
Big grunt in a big box

☑ All you'll probably ever want in an MPV: seven-seat space, practical features & torque
☒ Average dynamics; bland image; thirsty engine; doesn't feel like $58-78K worth
- **The Pick:** Torquey diesels best deal with the hefty weight

| | Price | Eng type | Eng size | Power | Torque | Trans. | Kerb weight | 0-100 km/h | 0-400 metres | Fuel cons. | RON | Resale % | Issue tested | Drive |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 3.8 LX | $57,990 | V6 | 3.8 | 142 | 305 | A6 | 2025 | – | – | 12.3 | 91 | 48 | | F |
| 2.8 CRD LX | $60,990 | L4TD | 2.8 | 120 | 360 | A6 | 2100 | – | – | 8.4 | D | 48 | | F |
| 3.8 Touring | $64,490 | V6 | 3.8 | 142 | 305 | A6 | 2025 | – | – | 12.3 | 91 | 48 | | F |
| 2.8 CRD Touring | $67,490 | L4TD | 2.8 | 120 | 360 | A6 | 2100 | – | – | 8.4 | D | 48 | 03/08 | F |
| 3.8 Limited | $74,990 | V6 | 3.8 | 142 | 305 | A6 | 2025 | – | – | 12.7 | 91 | 48 | | F |
| 2.8 CRD Limited | $77,990 | L4TD | 2.8 | 120 | 360 | A6 | 2100 | – | – | 8.4 | D | 48 | | F |

### 300C
Who's your daddy?

☑ Looks fantastic – particularly SRT8 on 20s; generally rides well; very quiet
☒ Weight takes its toll on the V6's performance; dynamics of non-SRT models a little floaty
- **The Pick:** The SRT8: it's a weapon, with the grunt to match the 300C's looks

| | Price | Eng type | Eng size | Power | Torque | Trans. | Kerb weight | 0-100 km/h | 0-400 metres | Fuel cons. | RON | Resale % | Issue tested | Drive |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| V6 | $54,990 | V6 | 3.5 | 183 | 340 | A5 | 1782 | 9.7 | – | 11.0 | 91 | 61 | | R |
| V6 Touring | $54,990 | V6 | 3.5 | 183 | 340 | A5 | 1850 | 9.6 | – | 11.1 | 91 | 59 | | R |
| CRD | $59,990 | V6TD | 3.0 | 160 | 510 | A5 | 1901 | 8.7 | – | 8.1 | D | 59 | | R |
| CRD Touring | $59,990 | V6TD | 3.0 | 160 | 510 | A5 | 1953 | 8.6 | – | 8.3 | D | 59 | | R |
| Hemi | $60,990 | V8 | 5.7 | 250 | 525 | A5 | 1932 | 6.7 | 14.7 | 12.1 | 91 | 58 | 12/05 | R |
| Hemi Touring | $60,990 | V8 | 5.7 | 250 | 525 | A5 | 1880 | 7.2 | – | 12.3 | 91 | 58 | | R |
| SRT8 | $74,990 | V8 | 6.1 | 317 | 569 | A5 | 2040 | 5.7 | 13.9 | 14.0 | 98 | 58 | 10/06 | R |
| SRT8 Touring | $74,990 | V8 | 6.1 | 317 | 569 | A5 | 1960 | 5.8 | 14.2 | 14.2 | 98 | 59 | 08/09 | R |

## Citroën

3yr/100,000km
www.citroën.com.au

### Berlingo
A wonderful box on wheels

☑ Amazing practicality and now even bigger; adds style and character to a bland segment
☒ Rear vision isn't great; is there such a thing as a Frenchman up for hard labour?
- **The Pick:** Punchy HDi diesel is your best bet

| | Price | Eng type | Eng size | Power | Torque | Trans. | Kerb weight | 0-100 km/h | 0-400 metres | Fuel cons. | RON | Resale % | Issue tested | Drive |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1.4 S/door | $17,990 | L4 | 1.4 | 57 | 113 | M5 | 1085 | – | – | 7.5 | 91 | 62 | | F |
| 1.6 L1 | $22,990 | L4 | 1.6 | 66 | 132 | M5 | 1479 | – | – | 8.2 | 91 | 59 | | F |
| 1.6 HDi L1 | $25,490 | L4TD | 1.6 | 66 | 215 | M5 | 1492 | – | – | 5.8 | D | 58 | | F |
| 1.6 HDi L2 | $26,490 | L4TD | 1.6 | 66 | 215 | M5 | 1503 | – | – | 5.8 | D | 58 | | F |

### C3
It's all about fashion, sweetie

☑ Easy to steer; easy on the eyes; funky interior with the world's coolest air vents
☒ 1.4 and 1.6 petrol manual have been dropped; flawed ride; interior plastics below par
- **The Pick:** The 1.6 auto is now under $20K, but a Mazda 2 or Fiesta is a much better bet

| | Price | Eng type | Eng size | Power | Torque | Trans. | Kerb weight | 0-100 km/h | 0-400 metres | Fuel cons. | RON | Resale % | Issue tested | Drive |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Limited | $19,990 | L4 | 1.6 | 80 | 147 | A4 | 1132 | 11.5 | – | 7.0 | 95 | 59 | | F |
| Exclusive | $23,990 | L4 | 1.6 | 80 | 147 | A4 | 1132 | 11.5 | – | 7.0 | 95 | 59 | | F |
| HDi | $23,990 | L4TD | 1.6 | 66 | 215 | M5 | 1104 | 10.8 | – | 4.4 | D | 59 | | F |
| Pluriel | $29,990 | L4 | 1.6 | 80 | 147 | S5 | 1200 | 11.6 | 17.9 | 6.6 | 95 | 59 | | F |
| Pluriel Elegance | $31,990 | L4 | 1.6 | 80 | 147 | S5 | 1200 | 11.6 | 17.9 | 6.6 | 95 | – | | F |

### C4
Vive la difference, for real this time

☑ The first truly adventurous Citroën since the brilliant '70s GS; array of clever features
☒ Stiff ride; only handles well on smooth roads; funky three-door has been dropped
- **The Pick:** Not a class-leading drive, but the 1.6 Turbo is at least punchy and frugal

| | Price | Eng type | Eng size | Power | Torque | Trans. | Kerb weight | 0-100 km/h | 0-400 metres | Fuel cons. | RON | Resale % | Issue tested | Drive |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1.6 VTi | $25,990 | L4 | 1.6 | 80 | 147 | M5 | 1246 | 10.6 | 17.4 | 7.1 | 57 | 59 | | F |
| 1.6 VTi | $27,990 | L4 | 1.6 | 80 | 147 | A4 | 1274 | 13.1 | 19.0 | 7.9 | 57 | 57 | | F |
| 1.6 HDi VTi | $29,990 | L4TD | 1.6 | 80 | 260 | M5 | 1292 | 11.2 | 17.8 | 4.7 | 57 | 58 | | F |
| 1.6 HDi VTi | $30,990 | L4TD | 1.6 | 80 | 260 | S6 | 1293 | 11.2 | – | 4.5 | 57 | 58 | | F |
| 1.6 Turbo Exclusive | $31,990 | L4T | 1.6 | 110 | 240 | M5 | 1276 | 8.4 | – | 6.9 | 57 | 58 | | F |
| 1.6 Turbo Exclusive | $33,990 | L4T | 1.6 | 103 | 240 | A4 | 1290 | 9.7 | – | 7.7 | 57 | 58 | | F |
| 2.0 HDi Exclusive | $36,990 | L4TD | 2.0 | 100 | 320 | A6 | 1416 | 10.4 | – | 6.6 | 57 | 58 | | F |

### C4 Picasso
Art, or something else?

☑ It's all about the interior: seats seven, feels roomy, and has the flexibility of a gymnast
☒ Frustrating autos; jarring ride despite rear air suspension; struggles with a full load
- **The Pick:** Torquey diesel is a must for this refreshingly stylish people-mover

| | Price | Eng type | Eng size | Power | Torque | Trans. | Kerb weight | 0-100 km/h | 0-400 metres | Fuel cons. | RON | Resale % | Issue tested | Drive |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 2.0 Wagon | $39,990 | L4 | 2.0 | 103 | 200 | A4 | 1600 | 12.2 | – | 8.9 | 95 | 61 | | F |
| HDi Grand Picasso | $44,990 | L4TD | 2.0 | 100 | 270 | A6 | 1620 | 12.5 | – | 7.4 | D | 61 | | F |

### C5
Not as impressive as it looks

☑ Looks terrific; slick V6TT drivetrain; cabin's individual design; superb wafting comfort
☒ Doesn't cope well with sharp-edged imperfections at low speed; odd electric steering
- **The Pick:** 2.7 HDi offers an impressive drivetrain. But it's expensive, and not at all dynamic

| | Price | Eng type | Eng size | Power | Torque | Trans. | Kerb weight | 0-100 km/h | 0-400 metres | Fuel cons. | RON | Resale % | Issue tested | Drive |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 2.0 HDi Comfort | $52,990 | L4TD | 2.0 | 100 | 320 | A6 | 1658 | 12.8 | – | 7.1 | D | 50 | | F |
| 2.0 HDi Comfort | $55,990 | L4TD | 2.0 | 100 | 320 | A6 | 1695 | 13.3 | – | 7.2 | D | 50 | | F |
| 2.0 HDi Exclusive | $57,990 | L4TD | 2.0 | 100 | 320 | A6 | 1658 | 12.8 | – | 7.1 | D | 50 | | F |
| 2.0 HDi Excl'sive wgn | $60,990 | L4TD | 2.0 | 100 | 320 | A6 | 1695 | 13.3 | – | 7.2 | D | 50 | | F |
| 2.7 HDi Exclusive | $66,490 | V6TT | 2.7 | 150 | 440 | A6 | 1766 | 9.6 | – | 8.4 | D | 50 | 10/08 | F |
| 2.7 HDi Excl'sive wgn | $69,490 | V6TT | 2.7 | 150 | 440 | A6 | 1802 | 9.8 | – | 8.5 | D | 49 | | F |

### C6
DS, CX and SM reborn, or so they say

☑ First individual big Citroën since the long-departed XM; lounging room for four
☒ Interior (designed before exterior) lacks C4's adventure; it's *bloody* expensive
- **The Pick:** Makes a 5 Series or E-Class seem bland and common. TT V6 is sweet, too

| | Price | Eng type | Eng size | Power | Torque | Trans. | Kerb weight | 0-100 km/h | 0-400 metres | Fuel cons. | RON | Resale % | Issue tested | Drive |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| V6 HDi twin turbo | $118,500 | V6TTD | 2.7 | 150 | 440 | A6 | 1888 | 8.9 | n/a | 8.7 | D | 53 | | F |

## Dodge

3yr/100,000km
www.dodge.com.au

### Avenger
Memorable look, forgettable drive

☑ Looks kinda tough; well-priced and amply kitted; smooth drivetrains
☒ Lumpy ride; dud dynamics; high waist hurts visibility; brittle plastics and too-firm seats
- **The Pick:** As with its Sebring sister, we'd advise you to look elsewhere

| | Price | Eng type | Eng size | Power | Torque | Trans. | Kerb weight | 0-100 km/h | 0-400 metres | Fuel cons. | RON | Resale % | Issue tested | Drive |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SXT | $37,490 | V6 | 2.7 | 137 | 256 | A6 | 1615 | 10.3 | – | 9.9 | 91 | 58 | 10/07 | F |
| SXT | $38,490 | L4TD | 2.0 | 103 | 310 | M6 | 1635 | – | – | 6.7 | D | 58 | | F |

### Caliber
Little big hatch

☑ SUV-like seat height, space and practicality; decent handling; 2.0-litre sounds okay
☒ Dodgy interior plastics; flawed driving position; dull CVT; 1.8 hopelessly underpowered
- **The Pick:** Tick the diesel box if you must, but a Dualis or an i30 wagon would be our pick

| | Price | Eng type | Eng size | Power | Torque | Trans. | Kerb weight | 0-100 km/h | 0-400 metres | Fuel cons. | RON | Resale % | Issue tested | Drive |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SX | $23,990 | L4 | 1.8 | 110 | 168 | M5 | 1385 | 11.9 | – | 7.4 | 91 | 56 | | F |
| SX | $26,990 | L4 | 2.0 | 115 | 190 | C | 1425 | 11.3 | – | 8.0 | 91 | 55 | | F |
| SXT | $30,990 | L4 | 2.0 | 115 | 190 | C | 1425 | 11.3 | – | 8.0 | 91 | 56 | | F |
| SXT CRD | $32,490 | L4TD | 2.0 | 103 | 310 | M6 | 1485 | 9.3 | – | 6.1 | D | 56 | | F |

### Journey
Seven-seater MPV/SUV cross-breed

☑ Seats seven; lots of clever and versatile interior storage; efficient oiler with DCT tranny
☒ Only FWD so not an off-roader, but perhaps it doesn't really need to be? Interior quality
- **The Pick:** Opt for the diesel, but Territory and CX-9 hammer it for quality and dynamics

| | Price | Eng type | Eng size | Power | Torque | Trans. | Kerb weight | 0-100 km/h | 0-400 metres | Fuel cons. | RON | Resale % | Issue tested | Drive |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SXT | $36,990 | V6 | 2.7 | 136 | 256 | A6 | 1775 | 11.6 | – | 10.3 | 91 | 57 | 12/08 | F |
| R/T | $41,990 | V6 | 2.7 | 136 | 256 | A6 | 1785 | 11.6 | – | 10.3 | 91 | 57 | | F |
| R/T | $45,990 | L4TD | 2.0 | 103 | 310 | S6 | 1750 | 13.2 | – | 7.0 | D | 57 | | F |

### Nitro
Tough styling can't hide inherent flaws

☑ Muscular styling turns heads; decent smooth-road dynamics; space and practicality
☒ Steering numb and over-assisted; coarse, thrashy V6; poor materials and quality; ride
- **The Pick:** Pretty ordinary to drive, so if it's all about the looks the base diesel will do fine

| | Price | Eng type | Eng size | Power | Torque | Trans. | Kerb weight | 0-100 km/h | 0-400 metres | Fuel cons. | RON | Resale % | Issue tested | Drive |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SX | $38,990 | V6 | 3.7 | 151 | 314 | A4 | 1875 | 10.3 | – | 12.1 | 91 | 65 | | PA |
| SX | $42,990 | L4TD | 2.8 | 130 | 460 | A5 | 1940 | 10.5 | – | 9.4 | D | 65 | | PA |
| SX w/ ADF | $39,990 | V6 | 3.7 | 151 | 314 | A4 | 1875 | 10.3 | – | 12.1 | 91 | 65 | | PA |
| SX w/ ADF | $43,990 | L4TD | 2.8 | 130 | 460 | A5 | 1940 | 10.5 | – | 9.4 | D | 65 | | PA |
| SXT | $42,990 | V6 | 3.7 | 151 | 314 | A4 | 1970 | 10.3 | – | 12.1 | 91 | 65 | | PA |
| SXT CRD | $46,990 | L4TD | 2.8 | 130 | 460 | A5 | 1921 | 10.5 | – | 9.4 | D | 64 | | PA |

Recommended Retail Price at time of publication
L=in-line, V=vee, F=flat, R=rotary. Number of cyls or rotors. T=turbo, S=s'charged, D=diesel, H=hybrid
Litres
Kilowatts
Newton metres
M=manual, A=automatic, S=sequential, C=CVT
Kilograms
0-100km/h acceleration, in secs (Wheels tested figures in italics)
0-400m acceleration, in secs (Wheels tested figures in italics)
Fuel consumption in Litres/100km
Recommended octane rating
RedBook predicted resale rating, retained after 3 years
When we drove it
F= Front drive, R=Rear drive, A=All drive, PA=Part-time all drive

Buy, Sell, Value & Research Cars at carsales.com.au
Australia's No.1 Auto Website

## Elfin

1yr/20,000km
www.elfin.com.au

### MS8 — As fast as it looks

☑ Thrilling performance; tough drivetrain; excellent braking ability; fantastic looks
☒ Demands ability and respect; interior quality; leaden non-power steering; heavy pedals
- **The Pick:** If you're a hot-shoe, either will make your hairs stand on end

| | Price | Eng type | Eng size | Power | Torque | Trans. | Kerb weight | 0-100 km/h | 0-400 metres | Fuel cons. | RON | Resale % | Issue tested | Drive |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Clubman Sportster | $84,990 | V8 | 5.7 | 245 | 465 | M6 | 925 | 5.0 | 12.4 | 13.7 | 98 | 60 | | R |
| Streamliner | $99,990 | V8 | 5.7 | 245 | 465 | M6 | 1050 | *4.8* | *12.7* | 13.7 | 9.8 | 60 | YB/05 | R |

### T5 — Oz's newest performance roadster

☑ 194kW in a lightweight roadster package equals stunning performance for $65K
☒ As a daily driver, it makes a great track weapon; we're *still* waiting for a test car...
- **The Pick:** There's only one, and it's much cheaper than an MS8

| | Price | Eng type | Eng size | Power | Torque | Trans. | Kerb weight | 0-100 km/h | 0-400 metres | Fuel cons. | RON | Resale % | Issue tested | Drive |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Clubman | $64,950 | L4T | 2.0 | 194 | 351 | M5 | n/a | n/a | n/a | n/a | n/a | | RWD | |

## Ferrari

3yr/unlimited
www.ferrariworld.com

### F430 — One of the best Ferraris ever

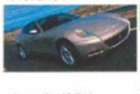
☑ Gob-smacking looks; sensational dynamics; brutal yet tractable V8; killer soundtrack
☒ Surprising lack of front-end control over large undulations; patience-testing waiting list
- **The Pick:** All are brilliant, but Scuderia is lighter, harder, faster. And worth the extra

| | Price | Eng type | Eng size | Power | Torque | Trans. | Kerb weight | 0-100 km/h | 0-400 metres | Fuel cons. | RON | Resale % | Issue tested | Drive |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | $434,150 | V8 | 4.3 | 360 | 465 | M6 | 1450 | 4.0 | 12.0 | 18.3 | 95 | 65 | | R |
| F1 | $460,900 | V8 | 4.3 | 360 | 465 | S6 | 1460 | *4.0* | *11.9* | 18.3 | 95 | 65 | 12/04 | R |
| Spider | $472,950 | V8 | 4.3 | 360 | 465 | M6 | 1510 | 4.1 | – | 18.3 | 95 | 65 | | R |
| Spider F1 | $500,200 | V8 | 4.3 | 360 | 465 | S6 | 1520 | 4.1 | – | 18.3 | 95 | 65 | | R |
| Scuderia | $573,700 | V8 | 4.3 | 375 | 470 | M6 | 1350 | 3.6 | – | 15.7 | 95 | 65 | 12/07 | R |

### 599 GTB — The supercar for mere mortals

☑ Already one of the great driver's cars; amazing technology makes anyone a superstar
☒ Rearward vision is an issue; on-limit brake feel is lacking
- **The Pick:** The one and only, just make sure you're ready to join a two-year waiting list

| | Price | Eng type | Eng size | Power | Torque | Trans. | Kerb weight | 0-100 km/h | 0-400 metres | Fuel cons. | RON | Resale % | Issue tested | Drive |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Fiorano F1 | $650,300 | V12 | 6.0 | 456 | 608 | S6 | 1690 | 3.7 | – | 21.3 | 95 | 59 | 12/08 | R |



### 612 — Grand Touring doesn't mean slow touring

☑ Quickest point-to-point four-seater in the world oozes dynamic ability; heroic engine
☒ Fearsome price; somewhat clumsy styling; interior less than opulent
- **The Pick:** Scaglietti F1A? An excellent choice, Sir

| | Price | Eng type | Eng size | Power | Torque | Trans. | Kerb weight | 0-100 km/h | 0-400 metres | Fuel cons. | RON | Resale % | Issue tested | Drive |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Scaglietti F1A | $670,250 | V12 | 5.8 | 397 | 588 | S6 | 1849 | *4.2* | *12.2* | 20.7 | 95 | 62 | 07/05 | R |

### California — Broader appeal, but still a masterpiece

☑ Beautifully balanced; comfortable, quality interior; superb gearbox; that engine!
☒ Fussy styling; lousy visibility; cheap touchscreen monitor
- **The Pick:** The one model appeals to both corner carvers and boulevard cruisers

| | Price | Eng type | Eng size | Power | Torque | Trans. | Kerb weight | 0-100 km/h | 0-400 metres | Fuel cons. | RON | Resale % | Issue tested | Drive |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | $472,000 | V8 | 4.3 | 338 | 485 | S7 | 1735 | 4.0 | – | 13.1 | 95 | | 12/08 | R |

## Fiat

3yr/100,000km
www.fiat.com.au

### 500 — The cinquecento returns

☑ It's as cute as a button; well packaged; hot turbo Abarth version is coming
☒ It's also expensive; lifeless steering; petrols lack grunt; terse ride
- **The Pick:** A Fiesta is better, but you won't be as popular in Little Italy. Go for the diesel

| | Price | Eng type | Eng size | Power | Torque | Trans. | Kerb weight | 0-100 km/h | 0-400 metres | Fuel cons. | RON | Resale % | Issue tested | Drive |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1.2i Pop | $22,990 | L4 | 1.2 | 51 | 102 | M5 | 865 | 12.5 | – | 5.1 | 91 | 58 | | F |
| 1.4 Pop Dualogic | $24,990 | L4 | 1.4 | 74 | 131 | S5 | 930 | 10.5 | – | 6.3 | 91 | 65 | | F |
| 1.3 JTD Pop | $25,990 | L4TD | 1.3 | 55 | 145 | M5 | 980 | 11.5 | – | 4.2 | D | 68 | | F |
| 1.4 Sport | $27,990 | L4 | 1.4 | 74 | 131 | M6 | 930 | 10.5 | – | 6.3 | 91 | 64 | | F |
| 1.4 Sport Dualogic | $29,990 | L4 | 1.4 | 74 | 131 | S5 | 930 | 10.5 | – | 6.3 | 91 | 64 | | F |
| 1.4 Lounge | $28,990 | L4 | 1.4 | 74 | 131 | M6 | 930 | 10.5 | – | 6.3 | 91 | 63 | 07/08 | F |
| 1.4 Lounge Dualogic | $33,990 | L4 | 1.4 | 74 | 131 | S5 | 930 | 10.5 | – | 6.3 | 91 | 63 | | F |
| 1.3 JTD Lounge | $29,990 | L4TD | 1.3 | 55 | 145 | M6 | 980 | 11.5 | – | 4.2 | D | 59 | | F |

### Punto — Fiat's comeback kid hits the mark. Mostly

☑ Baby-Maserati style; great turn-in and balance; Dynamic's old-school-French ride
☒ Electric steering accurate, but lacks feel; Sport's ride turns crashy; weak 1.4 petrol
- **The Pick:** Underrated 1.4 turbo manual offers Italian passion for Japanese hatch money

| | Price | Eng type | Eng size | Power | Torque | Trans. | Kerb weight | 0-100 km/h | 0-400 metres | Fuel cons. | RON | Resale % | Issue tested | Drive |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1.4 Dynamic 5dr | $18,990 | L4 | 1.4 | 57 | 115 | M5 | 1040 | 13.2 | – | 6.1 | 91 | 59 | | F |
| 1.4 Dynamic 5dr | $20,990 | L4 | 1.4 | 57 | 115 | S5 | 1040 | – | – | 5.7 | 91 | 55 | | F |
| 1.3 JTD Dynamic 5dr | $23,990 | L4TD | 1.3 | 66 | 200 | M5 | 1145 | *11.7* | *18.1* | 4.6 | D | 55 | 08/06 | F |
| 1.4 JTD Dynamic 5dr | $24,990 | L4T | 1.4 | 88 | 206 | M6 | 1145 | 11.9 | – | 4.6 | D | 56 | | F |
| 1.4 T-Jet Sport | $26,990 | L4T | 1.4 | 88 | 206 | M5 | n/a | 8.9 | – | 6.6 | 91 | 54 | | F |

### Ritmo — Hot-blooded hatchback

☑ Decent ride/handling balance; slick six-speed manual; flexible turbo oiler; well equipped
☒ Steering lacks weighting and feel; difficult to get comfy behind the wheel; no auto ... yet
- **The Pick:** Turbo-petrol four is a charming unit, although VW's Golf is a better drive

| | Price | Eng type | Eng size | Power | Torque | Trans. | Kerb weight | 0-100 km/h | 0-400 metres | Fuel cons. | RON | Resale % | Issue tested | Drive |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1.4 Dynamic | $24,990 | L4T | 1.4 | 66 | 128 | M6 | n/a | 12.4 | – | 6.7 | n/a | 57 | | F |
| 1.9DT Dynamic | $25,990 | L4TD | 1.9 | 88 | 255 | M6 | n/a | 10.5 | – | 5.3 | D | 57 | | F |
| 1.4T Dynamic | $29,990 | L4T | 1.4 | 110 | 230 | M6 | 1275 | 8.5 | – | 7.1 | 95 | 56 | | F |

## Ford

3yr/100,000km
www.ford.com.au

### Fiesta — Ford's brilliant new light car benchmark

☑ Superb handling; lovely ride quality; great steering; stylish new body
☒ Lacks the space and versatility of a Jazz; auto version only available with 1.4 – why?
- **The Pick:** CL manual with ESP is great value

| | Price | Eng type | Eng size | Power | Torque | Trans. | Kerb weight | 0-100 km/h | 0-400 metres | Fuel cons. | RON | Resale % | Issue tested | Drive |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| CL 3dr | $16,450 | L4 | 1.6 | 88 | 152 | M5 | 1061 | – | – | 6.1 | 91 | 60 | 02/10 | F |
| CL 3dr | $17,950 | L4 | 1.4 | 71 | 125 | A4 | 1111 | – | – | 6.9 | 91 | 60 | | F |
| CL 5dr | $17,190 | L4 | 1.6 | 88 | 152 | M5 | 1071 | – | – | 6.1 | 91 | 60 | | F |
| CL 5dr | $18,690 | L4 | 1.4 | 71 | 125 | A4 | 1121 | – | – | 6.9 | 91 | 60 | | F |
| LX 5dr | $18,990 | L4 | 1.6 | 88 | 152 | M5 | 1099 | *10.5* | *17.4* | 6.1 | 91 | 57 | 03/09 | F |
| LX 5dr | $20,490 | L4 | 1.4 | 71 | 125 | A4 | 1125 | – | – | 6.9 | 91 | 57 | 02/10 | F |
| Zetec 3dr | $20,750 | L4 | 1.6 | 88 | 152 | M5 | 1091 | – | – | 6.1 | 91 | 57 | 02/10 | F |
| Zetec 5dr | $21,490 | L4 | 1.6 | 88 | 152 | M5 | 1101 | – | – | 6.1 | 91 | 57 | | F |
| Zetec 5dr | $22,990 | L4 | 1.4 | 71 | 125 | A4 | 1127 | – | – | 6.9 | 91 | 57 | 07/09 | F |
| Econetic 5dr | $24,990 | L4TD | 1.6 | 66 | 200 | M5 | 1088 | – | – | 3.7 | D | – | 02/10 | F |

### Focus — Focus aims high ... and scores

☑ Mixes brilliant steering with sharp handling and a long-legged ride; torquey TDCi
☒ Ranks dead last for road noise and overall NVH; interior finish not great; four-speed auto
- **The Pick:** XR5 among the cheapest hot hatches; we've seen CL manuals for less than $20K

| | Price | Eng type | Eng size | Power | Torque | Trans. | Kerb weight | 0-100 km/h | 0-400 metres | Fuel cons. | RON | Resale % | Issue tested | Drive |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| CL hatch | $21,990 | L4 | 2.0 | 107 | 185 | M5 | 1268 | – | – | 7.1 | 91 | 57 | | F |
| CL hatch | $23,990 | L4 | 2.0 | 107 | 185 | A4 | 1277 | – | – | 8.0 | 91 | 57 | | F |
| CL sedan | $21.990 | L4 | 2.0 | 107 | 185 | M5 | 1282 | – | – | 7.1 | 91 | 57 | | F |
| CL sedan | $23,990 | L4 | 2.0 | 107 | 185 | A4 | 1291 | – | – | 8.0 | 91 | 57 | | F |
| LX hatch | $24,290 | L4 | 2.0 | 107 | 185 | M5 | 1284 | – | – | 7.1 | 91 | 57 | | F |
| LX hatch | $26,290 | L4 | 2.0 | 107 | 185 | A4 | 1293 | *10.5* | *17.6* | 8.0 | 91 | 57 | 07/09 | F |
| LX sedan | $24,290 | L4 | 2.0 | 107 | 185 | M5 | 1300 | – | – | 7.1 | 91 | 57 | | F |
| LX sedan | $26,290 | L4 | 2.0 | 107 | 185 | A4 | 1309 | – | – | 8.0 | 91 | 57 | | F |
| Zetec hatch | $27,290 | L4 | 2.0 | 107 | 185 | M5 | 1282 | – | – | 7.1 | 91 | 57 | | F |
| Zetec hatch | $29,290 | L4 | 2.0 | 107 | 185 | A4 | 1291 | *10.0* | *17.2* | 8.0 | 91 | 57 | 09/05 | F |
| TDCi hatch | $28,290 | L4TD | 2.0 | 100 | 320 | M6 | 1370 | – | – | 5.6 | D | 57 | | F |
| TDCi hatch | $30,290 | L4TD | 2.0 | 100 | 320 | S6 | 1458 | – | – | 5.9 | D | 57 | | F |
| XR5 Turbo | $36,990 | L5T | 2.5 | 166 | 320 | M6 | 1437 | *7.6* | *15.5* | 9.3 | 95 | 57 | 03/07 | F |

### Focus CC — Ford gets roofless with Focus

☑ Co-styled by Pininfarina, it's Euro-chic; surprisingly slick and roomy interior
☒ Extra weight really hampers performance; auto only a four-speed; lacks rigidity
- **The Pick:** Erm, not this. A VW Eos creams it: it's lighter, quicker and with a stronger body

| | Price | Eng type | Eng size | Power | Torque | Trans. | Kerb weight | 0-100 km/h | 0-400 metres | Fuel cons. | RON | Resale % | Issue tested | Drive |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | $45,490 | L4 | 2.0 | 107 | 185 | M5 | 1454 | – | – | 7.5 | 91 | 58 | | F |
| | $47,490 | L4 | 2.0 | 107 | 185 | A4 | 1465 | – | – | 8.3 | 91 | 57 | | F |

### Mondeo — Mondeo returns, bigger and better

☑ Steering and handling top-notch; sweet TDCi and XR5 engines; impressive auto
☒ Performance of 2.3 blunted by hefty weight; XR5 should have better ride quality
- **The Pick:** TDCi is torquey; all are roomy, dynamic, and much more desirable than a Camry

| | Price | Eng type | Eng size | Power | Torque | Trans. | Kerb weight | 0-100 km/h | 0-400 metres | Fuel cons. | RON | Resale % | Issue tested | Drive |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| LX hatch | $31,990 | L4 | 2.3 | 118 | 208 | A6 | 1537 | *9.8* | *17.0* | 9.5 | 91 | 53 | 06/08 | F |
| LX wagon | $32,990 | L4 | 2.3 | 118 | 208 | A6 | n/a | – | – | – | 91 | – | | F |
| Zetec hatch | $36,990 | L4 | 2.3 | 118 | 208 | A6 | 1562 | 10.5 | – | 9.5 | 91 | 53 | 11/07 | F |
| Zetec wagon | $37,990 | L4 | 2.3 | 118 | 208 | A6 | n/a | – | – | – | 91 | – | | F |
| Zetec TDCi hatch | $39,990 | L4 | 2.0 | 96 | 320 | A6 | 1604 | 10.8 | – | 7.3 | D | 54 | 11/07 | F |
| Titanium hatch | $42,990 | L4 | 2.3 | 118 | 208 | A6 | 1562 | 10.5 | – | 9.5 | 91 | 58 | | F |
| Titanium TDCi hatch | $45,990 | L4 | 2.0 | 96 | 320 | A6 | 1604 | 10.8 | – | 7.3 | D | 58 | | F |
| XR5 Turbo | $44,990 | L5 | 2.5 | 162 | 320 | M6 | 1604 | 7.5 | – | 9.5 | 95 | 58 | 11/07 | F |

> **We said:** "Mondeo's suspension tune is lush; its lovely damping smothers mid-corner bumps and it remains brilliantly neutral at the limit"
>
> **DANIEL DeGASPERI - OCTOBER 2009**

### Falcon Ute — FG gets uted

☑ Same front-end as sedan means better steering and sharper turn-in; engines
☒ Leaf-sprung rear end lacks grip on broken surfaces; road and tyre noise can be intrusive
- **The Pick:** Base is a fine workhorse. Turbo six and V8 grunt can overpower the chassis

| | Price | Eng type | Eng size | Power | Torque | Trans. | Kerb weight | 0-100 km/h | 0-400 metres | Fuel cons. | RON | Resale % | Issue tested | Drive |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | $30,295 | L6 | 4.0 | 195 | 391 | M6 | 1735 | – | – | 11.7 | 91 | 59 | | R |
| | $31,295 | L6 | 4.0 | 195 | 391 | A5 | 1740 | – | – | 11.7 | 91 | 59 | | R |
| LPG | $33,295 | L6 | 4.0 | 156 | 371 | A4 | 1790 | – | – | 16.2 | L | – | | R |
| R6 | $32,295 | L6 | 4.0 | 195 | 391 | M6 | 1725 | – | – | 11.7 | 91 | 59 | | R |
| R6 | $33,295 | L6 | 4.0 | 195 | 391 | A5 | 1730 | – | – | 11.7 | 91 | 62 | | R |
| R6 LPG | $36,295 | L6 | 4.0 | 156 | 371 | A4 | 1780 | – | – | 16.2 | L | – | | R |
| XR6 | $37,090 | L6 | 4.0 | 195 | 391 | M6 | 1740 | – | – | 11.7 | 91 | 60 | | R |
| XR6 | $38,090 | L6 | 4.0 | 195 | 391 | A5 | 1745 | – | – | 11.7 | 91 | 52 | | R |
| XR6 LPG | $40,090 | L6 | 4.0 | 156 | 371 | A4 | 1795 | – | – | 16.2 | L | 63 | | R |
| XR6 Turbo | $41,490 | L6T | 4.0 | 270 | 533 | M6 | 1785 | – | – | n/a | 91 | 61 | | R |
| XR6 Turbo | $43,490 | L6T | 4.0 | 270 | 533 | A6 | 1790 | – | – | 12.5 | 91 | 61 | | R |
| XR8 | $41,490 | V8 | 5.4 | 290 | 520 | M6 | 1840 | – | – | 14.6 | 91 | 61 | | R |
| XR8 | $43,490 | V8 | 5.4 | 290 | 520 | A6 | 1845 | – | – | n/a | 91 | 61 | | R |

**WORDS:** JESSE TAYLOR

# Lamborghini V12

**Sometime in 2011, when Lamborghini replaces the Murciélago, the company will also retire the V12 engine which has powered every Lambo flagship model since the brand's 1963 inception. Over its 47-year history, the V12 has powered more than 11,000 cars and grown from 3.5-litres and 216kW to the 6.5-litre, 493kW monster that powers the Murciélago SV ... a fitting finale for one of the world's great engines.**

01

## POWER TARGET

Designed by Giotto Bizzarrini, the Sant' Agata V12 started life as a prototype 1.5-litre Formula One engine. Ferruccio Lamborghini asked Bizzarrini to increase capacity and give the engine road manners. And to ensure Bizzarrini delivered, the canny Ferruccio proposed to pay the engineer a bonus for each horsepower over 300hp (224kW) – some say he'd get nothing if he failed to reach the target.

02

## NIGHT ON THE TILES

While the engine met its power target and Bizzarrini got his money, the V12 was not ready for the public showing of the Lambo GTV concept at the 1963 Turin motor show. To ensure the GTV sat correctly on its suspension, the missing V12 was substituted with a couple of boxes of ceramic floor tiles and the bonnet remained firmly shut for the duration of the show.

03

## HORSE PLAYER

The engine showed up the contemporary Ferrari V12 with four cams instead of two, but retained only two valves per cylinder. With a 77mm bore and rev-happy 62mm stroke, the V12 displaced 3464cc and produced around 350hp (261kW) on the bench. But Ferruccio wanted better tractability and the engine was detuned to 216kW/325Nm for the production 350GT (pictured).

04

## MAX CAPACITY

Capacity grew to 3.9-litres for the 400GT and Miura, and when the Countach LP400 made production in 1973, the 3.9-litre was making a claimed 280kW at 8000rpm. Four valves per cylinder and fuel injection arrived in 1985 on the 339kW 5000QV – the first Lambo to actually hit 300km/h. The last-of-the-line V12 (in the Murcié SV) produces 493kW from 6.5-litres and hits 341km/h. That's 128 percent more power from 85 percent more capacity and with a 100km/h higher top speed than the original Lambo 350GT.

Lamborghini

**THIRSTY**
Weber-fed 3.5 returned 18L/100km, injected 6.5 21L/100km

- Recommended Retail Price at time of publication
- L=in-line, V=vee, F=flat, R=rotary. Number of cyls or rotors. T=turbo, S=s'charged, D=diesel, H=hybrid
- Litres
- Kilowatts
- Newton metres
- M=manual, A=automatic, S=sequential, C=CVT
- Kilograms
- 0-100km/h acceleration, in secs (Wheels tested figures in italics)
- 0-400m acceleration, in sec s (Wheels tested figures in italics)
- Fuel consumption in Litres/100km
- Recommended octane rating
- RedBook predicted resale rating, retained after 3 years
- When we drove it
- F= Front drive, R=Rear drive, A=All drive, PA=Part-time all drive

Buy, Sell, Value & Research Cars at carsales.com.au
Australia's No. 1 Auto Website

### FG Falcon

FG? It stands for Falcon Good

☑ It needed to be great and it is; sophisticated ride/handling balance; bloody quick turbo
☒ Styling too similar to BA/BF; turbo six is faster than V8; some interior details don't gel
- **The Pick:** G6E Turbo hits a real sports-luxe sweet spot, but basic G6E is a lush family car

| | Price | Eng type | Eng size | Power | Torque | Trans. | Kerb weight | 0-100 km/h | 0-400 metres | Fuel cons. | RON | Resale % | Issue tested | Drive |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| XT | $39,290 | L6 | 4.0 | 195 | 391 | A5 | 1704 | *7.3* | *15.3* | 10.5 | 95 | 49 | 05/08 | R |
| XT | $41,290 | L6 | 4.0 | 195 | 391 | A6 | 1704 | – | – | 9.9 | 95 | 47 | | R |
| XT E-Gas | $41,290 | L6 | 4.0 | 156 | 371 | A4 | 1754 | – | – | 14.9 | L | 49 | | R |
| XT BF 3 wagon | $41,220 | L6 | 4.0 | 190 | 383 | A4 | 1684 | – | – | 10.7 | 95 | 45 | | R |
| XT BF 3 E-Gas wagon | $43,220 | L6 | 4.0 | 156 | 370 | A4 | 1745 | – | – | 15.1 | L | 47 | | R |
| G6 | $42,490 | L6 | 4.0 | 195 | 391 | A5 | 1732 | *7.1* | *15.4* | 10.5 | 95 | 51 | 07/08 | R |
| G6 | $44,490 | L6 | 4.0 | 195 | 391 | A6 | 1739 | – | – | 10.1 | 95 | 51 | | R |
| G6 E-Gas | $44,490 | L6 | 4.0 | 156 | 371 | A4 | 1786 | *9.4* | *16.6* | 14.9 | L | 52 | 12/08 | R |
| G6E | $49,490 | L6 | 4.0 | 195 | 391 | A6 | 1754 | *7.3* | *15.3* | 10.1 | 91 | 53 | 05/08 | R |
| G6E E-Gas | $51,490 | L6 | 4.0 | 156 | 371 | A4 | 1797 | – | – | 14.9 | L | 54 | | R |
| G6E Turbo | $57,490 | L6T | 4.0 | 270 | 533 | A6 | 1789 | *5.1* | *13.3* | 11.7 | 91 | 57 | 06/08 | R |
| XR6 | $42,490 | L6 | 4.0 | 195 | 391 | M6 | 1694 | – | – | 11.1 | 91 | 56 | | R |
| XR6 | $42,490 | L6 | 4.0 | 195 | 391 | A5 | 1694 | *7.5* | *15.4* | 10.5 | 91 | 53 | 05/08 | R |
| XR6 | $44,490 | L6 | 4.0 | 195 | 391 | A6 | 1694 | – | – | 10.1 | 91 | 53 | | R |
| XR6 Turbo | $47,990 | L6T | 4.0 | 270 | 533 | M6 | 1694 | – | – | 12.0 | 91 | 56 | | R |
| XR6 Turbo | $49,990 | L6T | 4.0 | 270 | 533 | A6 | 1694 | *5.2* | *13.4* | 11.7 | 91 | 51 | 05/08 | R |
| XR8 | $47,990 | V8 | 5.4 | 290 | 520 | M6 | 1770 | – | – | 14.2 | 91 | 57 | | R |
| XR8 | $49,990 | V8 | 5.4 | 290 | 520 | A6 | 1770 | *6.0* | *14.1* | 14.0 | 91 | 53 | 05/08 | R |

### Escape

Honest toiler, now four-cylinder only

☑ Capable off-road; handles well; accurate steering; ergonomic interior
☒ Despite facelifts, it still feels dated; 2.3-litre four struggles; 4WD gives up in the rough
- **The Pick:** Probably a VW Tiguan. Ancient Escape should be replaced by the European Kuga

| | Price | Eng type | Eng size | Power | Torque | Trans. | Kerb weight | 0-100 km/h | 0-400 metres | Fuel cons. | RON | Resale % | Issue tested | Drive |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| XLT | $33,990 | L4 | 2.3 | 109 | 199 | A4 | 1578 | – | – | 10.5 | 91 | 51 | | A |

### Territory

A landmark Australian car

☑ Our 2004 COTY cops a facelift; great value; fine dynamics; clever interior; six-speed auto
☒ Doesn't mind a drink, particularly Turbo; dated interior plastics; four-speed auto
- **The Pick:** Well-specced TS a great all-rounder, or the AWD for the superb six-speed auto

| | Price | Eng type | Eng size | Power | Torque | Trans. | Kerb weight | 0-100 km/h | 0-400 metres | Fuel cons. | RON | Resale % | Issue tested | Drive |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| TX RWD | $39,490 | L6 | 4.0 | 190 | 383 | A4 | 1995 | – | – | 11.6 | 91 | 50 | | R |
| TX AWD | $44,490 | L6 | 4.0 | 190 | 383 | A6 | 2075 | – | – | 12.5 | 91 | 50 | | A |
| TS RWD | $44,490 | L6 | 4.0 | 190 | 383 | A4 | 2005 | *8.4* | *16.0* | 11.6 | 91 | 49 | 01/09 | R |
| TS AWD | $49,490 | L6 | 4.0 | 190 | 383 | A6 | 2085 | – | – | 12.5 | 91 | 49 | | A |
| Ghia RWD | $52,490 | L6 | 4.0 | 190 | 383 | A4 | 2015 | – | – | 12.0 | 91 | 47 | | R |
| Ghia AWD | $57,490 | L6 | 4.0 | 190 | 383 | A6 | 2095 | *8.8* | *16.3* | 12.5 | 91 | 49 | 04/08 | A |
| Ghia Turbo | $66,420 | L6T | 4.0 | 245 | 480 | A6 | 2145 | *7.0* | *15.0* | 14.2 | 91 | 49 | 07/06 | A |

## FPV

3yr/100,000km
www.fpv.com.au

### Sedan

Some of Oz's best-ever sports sedans

☑ V8 now revs more freely; turbo sixes pack incredible grunt; great ride/handling and ESP
☒ V8 out-gunned by turbo six and no match for HSV's LS3; cheap interior details
- **The Pick:** F6 is a ripper Aussie sports sedan and sweaty fast. We love it

| | Price | Eng type | Eng size | Power | Torque | Trans. | Kerb weight | 0-100 km/h | 0-400 metres | Fuel cons. | RON | Resale % | Issue tested | Drive |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| F6 | $67,890 | L6T | 4.0 | 310 | 565 | M6 | 1805 | *5.4* | *13.5* | 12.3 | 91 | 58 | 07/08 | R |
| F6 | $67,890 | L6T | 4.0 | 310 | 565 | A6 | 1805 | *5.2* | *13.3* | 12.1 | 91 | 58 | 06/08 | R |
| GT | $67,890 | V8 | 5.4 | 315 | 551 | M6 | 1855 | *6.4* | *14.4* | 14.2 | 91 | 55 | 06/08 | R |
| GT | $67,890 | V8 | 5.4 | 315 | 551 | A6 | 1855 | – | – | 14.0 | 91 | 55 | | R |
| GT-P | $78,740 | V8 | 5.4 | 315 | 551 | M6 | 1855 | – | – | 14.2 | 91 | 56 | | R |
| GT-P | $78,740 | V8 | 5.4 | 315 | 551 | A6 | 1855 | – | – | 14.0 | 91 | 53 | | R |
| F6 E | $79,740 | L6T | 4.0 | 310 | 565 | A6 | 1822 | *5.7* | *13.8* | 12.1 | 91 | 60 | 01/10 | R |
| GT E | $79,740 | V8 | 5.4 | 315 | 551 | A6 | 1855 | – | – | 14.0 | 91 | 55 | | R |

**We said:** "F6 E sounds like a juiced-up mixmaster"
**GLENN BUTLER – JANUARY 2010**

### Ute

Loaded with grunt

☑ Engines a highlight, particularly turbo six; FG's redesigned front-end promising...
☒ ...but as with all Falcon utes, leaf-sprung rear struggles on sub-par tar
- **The Pick:** Again, F6 is our choice over underdone V8s, but HSV Maloo has a better chassis

| | Price | Eng type | Eng size | Power | Torque | Trans. | Kerb weight | 0-100 km/h | 0-400 metres | Fuel cons. | RON | Resale % | Issue tested | Drive |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| F6 | $58,990 | L6T | 4.0 | 310 | 565 | M6 | 1825 | – | – | 12.8 | 91 | 63 | | R |
| F6 | $58,990 | L6T | 4.0 | 310 | 565 | A6 | 1825 | – | – | 13.0 | 91 | 60 | | R |
| Pursuit | $58,990 | V8 | 5.4 | 315 | 551 | M6 | 1870 | – | – | 14.7 | 91 | 59 | | R |
| Pursuit | $58,990 | V8 | 5.4 | 315 | 551 | A6 | 1870 | – | – | 14.4 | 91 | 56 | | R |
| Super Pursuit | $63,990 | V8 | 5.4 | 315 | 551 | M6 | 1870 | – | – | 14.7 | 91 | 55 | | R |
| Super Pursuit | $63,990 | V8 | 5.4 | 315 | 551 | A6 | 1870 | – | – | 14.4 | 91 | 56 | | R |

## Great Wall

3yr/100,000km
www.greatwallmotors.com.au

### X240

Pricing wall smashed

☑ Great pricing for a mid-sized SUV
☒ Just 100kW to pull 1830kg? No wonder GWM won't give us a test car...
- **The Pick:** Er ... anything and everything else

| | Price | Eng type | Eng size | Power | Torque | Trans. | Kerb weight | 0-100 km/h | 0-400 metres | Fuel cons. | RON | Resale % | Issue tested | Drive |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | $23,990 | L4 | 2.4 | 100 | 200 | M5 | 1830 | – | – | 10.4 | 91 | – | | A |

## Holden

3yr/100,000km
www.holden.com.au

### Barina

Korean for great value, not driving pleasure

☑ Its value, room and performance will appeal to bargain hunters; hatch's Giugiaro body
☒ Feels incredibly cheap; awful manual shift; poor tyre grip; numb steering
- **The Pick:** Sedan is better than hatch, but we can't really recommend either

| | Price | Eng type | Eng size | Power | Torque | Trans. | Kerb weight | 0-100 km/h | 0-400 metres | Fuel cons. | RON | Resale % | Issue tested | Drive |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 3dr | $14,790 | L4 | 1.6 | 76 | 145 | M5 | 1116 | *11.2* | *17.7* | 6.9 | 91 | 58 | 06/06 | F |
| 3dr | $16,490 | L4 | 1.6 | 76 | 145 | A4 | 1121 | – | – | 7.8 | 91 | 53 | | F |
| 5dr | $16,290 | L4 | 1.6 | 76 | 145 | M5 | 1126 | – | – | 6.9 | 91 | 53 | | F |
| 5dr | $17,990 | L4 | 1.6 | 76 | 145 | A4 | 1131 | – | – | 7.8 | 91 | 52 | | F |
| Sedan | $15,990 | L4 | 1.6 | 76 | 145 | M5 | 1145 | – | – | 6.9 | 91 | 54 | 04/06 | F |
| Sedan | $17,990 | L4 | 1.6 | 76 | 145 | A4 | 1150 | – | – | 7.7 | 91 | 53 | 04/06 | F |

### Cruze

Is this really Holden's small car saviour?

☑ Outstanding value equation; six airbags and ESP for every model; good dynamics
☒ Fairly porky for a small car; 1.8-litre petrol is totally outclassed by rivals; some tyre roar
- **The Pick:** A retrograde step from Astra, but still above average. Diesel auto easily the pick

| | Price | Eng type | Eng size | Power | Torque | Trans. | Kerb weight | 0-100 km/h | 0-400 metres | Fuel cons. | RON | Resale % | Issue tested | Drive |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1.8 CD | $20,990 | L4 | 1.8 | 104 | 176 | M5 | 1367 | 11.2 | – | 7.0 | 91 | 54 | | F |
| 1.8 CD | $22,990 | L4 | 1.8 | 104 | 176 | A6 | 1402 | 12.0 | – | 7.5 | 91 | 54 | | F |
| 2.0 CD | $23,990 | L4TD | 2.0 | 110 | 320 | M5 | 1506 | 9.5 | – | 5.7 | D | 54 | 02/10 | F |
| 2.0 CD | $25,990 | L4TD | 2.0 | 110 | 320 | A6 | 1522 | 10.4 | – | 6.8 | D | 53 | 02/10 | F |
| 1.8 CDX | $23,990 | L4 | 1.8 | 104 | 176 | M5 | 1380 | 11.2 | – | 7.0 | 91 | 54 | 02/10 | F |
| 1.8 CDX | $25,990 | L4 | 1.8 | 104 | 176 | A6 | 1415 | *11.7* | *18.1* | 7.5 | 91 | 53 | 02/10 | F |
| 2.0 CDX | $26,990 | L4TD | 2.0 | 110 | 320 | M5 | – | 9.5 | – | 5.7 | D | – | | F |
| 2.0 CDX | $28,990 | L4TD | 2.0 | 110 | 320 | A6 | – | 10.4 | – | 6.8 | D | – | | F |

### Epica

A Camry competitor, not an epic car

☑ Keen pricing and generous equipment; interior noise levels; torquey oiler; standard ESP
☒ Anonymous design; 2.5 petrol is slow; near-useless centre rear seat; poor resale
- **The Pick:** None, really; it's a dressed-up Daewoo and outclassed by segment leaders

| | Price | Eng type | Eng size | Power | Torque | Trans. | Kerb weight | 0-100 km/h | 0-400 metres | Fuel cons. | RON | Resale % | Issue tested | Drive |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 2.5 CDX | $28,490 | L6 | 2.5 | 115 | 237 | A6 | 1499 | *11.0* | *17.8* | 7.6 | 91 | 54 | 10/07 | F |
| 2.5 CDXi | $31,490 | L6 | 2.5 | 115 | 237 | A6 | 1499 | *12.0* | *18.4* | 7.6 | 91 | 53 | 06/07 | F |
| 2.0 CDX | $30,990 | L4TD | 2.0 | 110 | 320 | A6 | 1499 | – | – | 9.3 | D | 53 | | F |
| 2.0 CDXi | $33,490 | L4TD | 2.0 | 110 | 320 | A6 | 1499 | – | – | 9.3 | D | 53 | | F |

### Commodore

Holden's finest by far

☑ VE still looks terrific, three years on; involving handling; burly V8s and new DI sixes
☒ New autos still aren't as smooth or quick-shifting as Falcons; LPGs retain wheezy old V6
- **The Pick:** SS manual is a superb sports sedan; Calais Sportwagon a fine family hauler

| | Price | Eng type | Eng size | Power | Torque | Trans. | Kerb weight | 0-100 km/h | 0-400 metres | Fuel cons. | RON | Resale % | Issue tested | Drive |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Omega | $39,990 | V6 | 3.0 | 190 | 290 | A6 | 1696 | *8.7* | *16.4* | 9.3 | 91 | 48 | 10/09 | R |
| Omega LPG | $41,690 | V6 | 3.6 | 175 | 318 | A4 | 1791 | – | – | 13.4 | L91 | 48 | | R |
| Omega Sportwagon | $41,990 | V6 | 3.0 | 190 | 290 | A6 | 1785 | – | – | 9.3 | 91 | 48 | | R |
| Berlina | $42,790 | V6 | 3.0 | 190 | 290 | A6 | 1709 | – | – | 9.3 | 91 | 44 | | R |
| Berlina LPG | $45,190 | V6 | 3.6 | 175 | 318 | A4 | 1790 | *9.2* | *16.4* | 14.2 | L91 | 44 | 12/08 | R |
| Berlina Sportwagon | $44,790 | V6 | 3.0 | 190 | 290 | A6 | 1800 | – | – | 9.6 | 91 | 48 | | R |
| SV6 | $42,790 | V6 | 3.6 | 210 | 350 | M6 | 1728 | – | – | 11.0 | 91 | 55 | | R |
| SV6 | $43,790 | V6 | 3.6 | 210 | 350 | A6 | 1736 | – | – | 10.1 | 91 | 48 | | R |
| SV6 Sportwagon | $45,790 | V6 | 3.6 | 210 | 350 | A6 | 1829 | – | – | 10.3 | 91 | 45 | | R |
| SS | $47,790 | V8 | 6.0 | 270 | 530 | M6 | 1770 | *5.6* | *13.9* | 14.3 | 91 | 56 | 10/07 | R |
| SS | $49,790 | V8 | 6.0 | 270 | 530 | A6 | 1801 | – | – | 13.9 | 91 | 48 | | R |
| SS Sportwagon | $49,790 | V8 | 6.0 | 270 | 530 | M6 | 1857 | – | – | 14.4 | 91 | 54 | | R |
| SS Sportwagon | $51,790 | V8 | 6.0 | 270 | 530 | A6 | 1875 | – | – | 13.8 | 91 | 46 | | R |
| SS V | $55,290 | V8 | 6.0 | 270 | 530 | M6 | 1780 | *5.6* | *13.9* | 14.3 | 91 | 53 | 09/06 | R |
| SS V | $57,290 | V8 | 6.0 | 270 | 530 | A6 | 1805 | *5.8* | *13.9* | 13.9 | 91 | 47 | 10/06 | R |
| SS V Sportwagon | $57,290 | V8 | 6.0 | 270 | 530 | M6 | 1872 | – | – | 14.4 | 91 | 52 | | R |
| SS V Sportwagon | $59,290 | V8 | 6.0 | 270 | 530 | A6 | 1890 | – | – | 13.8 | 91 | 46 | | R |
| Calais | $48,290 | V6 | 3.6 | 210 | 350 | A6 | 1750 | – | – | 9.9 | 91 | 49 | 10/09 | R |
| Calais | $53,290 | V8 | 6.0 | 270 | 530 | A6 | 1790 | – | – | 13.9 | 91 | 49 | | R |
| Calais Sportwagon | $50,290 | V6 | 3.6 | 210 | 350 | A6 | 1841 | – | – | 10.3 | 91 | 49 | | R |
| Calais V | $56,790 | V6 | 3.6 | 210 | 350 | A6 | 1750 | – | – | 9.9 | 91 | 49 | | R |
| Calais V | $61,990 | V8 | 6.0 | 270 | 530 | A6 | 1825 | *5.8* | *14.0* | 13.9 | 91 | 49 | 11/06 | R |
| Calais V Sportwagon | $58,790 | V6 | 3.6 | 210 | 350 | A6 | 1859 | – | – | 10.3 | 91 | 49 | | R |
| Calais V Sportwagon | $63,990 | V8 | 6.0 | 270 | 530 | A6 | 1902 | – | – | 13.8 | 91 | 49 | | R |

### Ute

Utilitarian in concept, sports car in ability

☑ Looks tough; sophisticated ride/handling; standout dynamics; V8's performance
☒ Loses some of previous model's rugged utility – reduced payloads, lower ride height
- **The Pick:** SS. Think of it as a sports coupe with a bloody big boot

| | Price | Eng type | Eng size | Power | Torque | Trans. | Kerb weight | 0-100 km/h | 0-400 metres | Fuel cons. | RON | Resale % | Issue tested | Drive |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Omega | $33,490 | V6 | 3.6 | 195 | 340 | M6 | 1711 | – | – | 10.9 | 91 | 61 | 10/07 | R |
| Omega | $33,490 | V6 | 3.6 | 180 | 330 | A4 | 1697 | – | – | 10.9 | 91 | 61 | | R |
| Omega LPG | $36,890 | V6 | 3.6 | 175 | 325 | A4 | – | – | – | 15.1 | 91 | 61 | | R |
| SV6 | $38,490 | V6 | 3.6 | 210 | 350 | M6 | 1735 | – | – | 11.4 | 91 | 60 | | R |
| SV6 | $39,490 | V6 | 3.6 | 210 | 350 | A6 | 1740 | – | – | 11.6 | 91 | 64 | 10/07 | R |
| SS | $42,490 | V8 | 6.0 | 270 | 530 | M6 | 1767 | – | – | 14.0 | 91 | 62 | | R |
| SS | $44,490 | V8 | 6.0 | 270 | 530 | A6 | 1787 | – | – | 14.5 | 91 | 54 | | R |
| SS V | $47,490 | V8 | 6.0 | 270 | 530 | M6 | 1786 | – | – | 14.0 | 91 | 62 | 10/07 | R |
| SS V | $49,490 | V8 | 6.0 | 270 | 530 | A6 | 1806 | – | – | 14.5 | 91 | 56 | | R |

### WM Statesman

No stretch marks

☑ Plenty of leg room for plutocrats; handsome style; the same polished drive as VE
☒ Soft suspension shows a lack of body control over large undulations
- **The Pick:** You can have an already-roomy Calais V V8 for the same money as a V6 Statey

| | Price | Eng type | Eng size | Power | Torque | Trans. | Kerb weight | 0-100 km/h | 0-400 metres | Fuel cons. | RON | Resale % | Issue tested | Drive |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| V6 | $63,990 | V6 | 3.6 | 210 | 350 | A6 | 1805 | *7.6* | *15.4* | *12.3* | 91 | 53 | 10/06 | R |
| V8 | $67,990 | V8 | 6.0 | 270 | 530 | A6 | 1850 | – | – | 14.2 | 91 | 56 | | R |

NEW ARRIVALS
New models for the month highlighted

# Showroom

## WM Caprice — Big is indeed beautiful

☑ Tough elegance; significantly cheaper than old Caprice; classy interior; lovely V8 burble
☒ Badge snobs won't like it; measure your garage before buying this 5.2-metre behemoth
- **The Pick:** V8 fits the Caprice's toughened, sportier personality perfectly

| | Price | Eng type | Eng size | Power | Torque | Trans. | Kerb weight | 0-100 km/h | 0-400 metres | Fuel cons. | RON | Resale % | Issue tested | Drive |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| V6 | $71,490 | V6 | 3.6 | 210 | 350 | A6 | 1805 | – | – | n/a | 91 | 53 | | R |
| V8 | $75,490 | V8 | 6.0 | 270 | 530 | A6 | 1890 | *5.7* | *13.9* | *15.7* | 91 | 56 | 10/06 | R |

## Captiva 5 — Euro-style five-seat Captiva returns

☑ Euro styling looks much better than Captiva 7; roomier than other compact SUVs
☒ Weak 103kW 2.4 and 1800kg kerb weight hampers performance and economy
- **The Pick:** Plenty of space and kit for $30K, but expect to be overtaken frequently

| | Price | Eng type | Eng size | Power | Torque | Trans. | Kerb weight | 0-100 km/h | 0-400 metres | Fuel cons. | RON | Resale % | Issue tested | Drive |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | $27,990 | L4 | 2.4 | 103 | 220 | M5 | 1732 | – | – | 9.7 | 91 | – | | F |
| | $30,990 | L4 | 2.4 | 103 | 220 | A5 | 1833 | – | – | 10.7 | 91 | – | | A |

## Captiva 7 — Holden's new Seoul mate

☑ A decent, affordable package; gutsy V6 donk; flexible interior with seven seats standard
☒ Bum-high stance looks awkward from the rear; under-cooked suspension tune
- **The Pick:** Diesel is thrifty, but V6 is sweeter. Mid-spec CX is well-equipped for $40K

| | Price | Eng type | Eng size | Power | Torque | Trans. | Kerb weight | 0-100 km/h | 0-400 metres | Fuel cons. | RON | Resale % | Issue tested | Drive |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SX Diesel 2WD | $33,990 | L4TD | 2.0 | 110 | 320 | M5 | 1770 | – | – | 7.6 | D | 59 | | F |
| SX Diesel 2WD | $35,990 | L4TD | 2.0 | 110 | 320 | A5 | 1770 | – | – | 8.6 | D | 59 | | F |
| SX | $38,490 | V6 | 3.2 | 169 | 297 | A5 | 1770 | – | – | 11.5 | 91 | 58 | | A |
| SX Diesel | $39,490 | LT4D | 2.0 | 110 | 320 | A5 | 1825 | – | – | 8.7 | D | 58 | | A |
| CX | $40,490 | V6 | 3.2 | 169 | 297 | A5 | 1805 | – | – | 11.5 | 91 | 58 | | A |
| CX Diesel | $41,490 | LT4D | 2.0 | 110 | 320 | A5 | 1825 | – | – | 8.7 | D | 58 | | A |
| LX | $43,990 | V6 | 3.2 | 169 | 297 | A5 | 1805 | – | – | 11.5 | 91 | 60 | | A |
| LX Diesel | $45,490 | LT4D | 2.0 | 110 | 320 | A5 | 1825 | – | – | 8.6 | D | 62 | | A |

## Combo — Half old Barina, half Kenworth

☑ Cheaper than most commercials and roomier than some; handles okay on smooth roads
☒ Loud engine; stiff ride; no grip for doggies on its shiny plastic floor
- **The Pick:** Probably handles better than the Korean Barina, but Kangoo is better

| | Price | Eng type | Eng size | Power | Torque | Trans. | Kerb weight | 0-100 km/h | 0-400 metres | Fuel cons. | RON | Resale % | Issue tested | Drive |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | $18,990 | L4 | 1.4 | 66 | 125 | M5 | 1179 | 14.0 | – | 6.3 | 91 | 57 | | F |

# HSV

3yr/100,000km
www.hsv.com.au

## E Series — Grunt, presence and ability

☑ Cut-price AMG alternative; MRC mixes body control with ride quality; storming engine
☒ Manual fairly agricultural; auto not as smooth as Falcon's ZF; *that* face
- **The Pick:** If you can get past the look, a GTS mixes muscle with poise. Sounds the biz, too

| | Price | Eng type | Eng size | Power | Torque | Trans. | Kerb weight | 0-100 km/h | 0-400 metres | Fuel cons. | RON | Resale % | Issue tested | Drive |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Clubsport R8 | $65,990 | V8 | 6.2 | 317 | 550 | M6 | 1812 | – | – | – | 91 | 58 | | R |
| Clubsport R8 | $65,990 | V8 | 6.2 | 317 | 550 | A6 | 1829 | – | – | – | 91 | 51 | | R |
| Clubsport R8 Tourer | $66,990 | V8 | 6.2 | 317 | 550 | M6 | 1914 | – | – | – | 91 | 57 | | R |
| Clubsport R8 Tourer | $66,990 | V8 | 6.2 | 317 | 550 | A6 | 1936 | – | – | – | 91 | 51 | | R |
| GTS | $80,990 | V8 | 6.2 | 325 | 550 | M6 | 1829 | *5.3* | *13.6* | 14.8 | 91 | 58 | 01/10 | R |
| GTS | $80,990 | V8 | 6.2 | 325 | 550 | A6 | 1845 | – | – | – | 91 | 53 | | R |
| Senator Signature | $82,990 | V8 | 6.2 | 317 | 550 | A6 | 1844 | – | – | – | 91 | 47 | | R |

## Grange — Luxo limo for the self-made Aussie CEO

☑ Precise steering and excellent dynamics belie its size and weight; unique MRC settings
☒ Six-speed auto no match for Ford's silken ZF, though it does improve in 'sports' mode
- **The Pick:** Scary resale makes this a one- or two-year-old used bargain

| | Price | Eng type | Eng size | Power | Torque | Trans. | Kerb weight | 0-100 km/h | 0-400 metres | Fuel cons. | RON | Resale % | Issue tested | Drive |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | $86,330 | V8 | 6.2 | 317 | 550 | A6 | 1890 | – | – | – | 91 | 42 | 06/07 | R |

## Maloo — Business up front, party out the back

☑ With stiffer springs, it's even more dynamically focused than HSV's four-doors
☒ Raked sail panel impedes over-shoulder vision; stiff-legged ride around town
- **The Pick:** There's no mistaking this bad-boy for an SS, but is it worth the extra $20K?

| | Price | Eng type | Eng size | Power | Torque | Trans. | Kerb weight | 0-100 km/h | 0-400 metres | Fuel cons. | RON | Resale % | Issue tested | Drive |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| R8 Ute | $62,550 | V8 | 6.2 | 317 | 550 | M6 | 1832 | – | – | – | 91 | 67 | 11/07 | R |
| R8 Ute | $63,750 | V8 | 6.2 | 317 | 550 | A6 | 1852 | – | – | – | 91 | 59 | | R |

# Honda

3yr/100,000km
www.honda.com.au

## Jazz — Plenty to trumpet about

☑ Now bigger and remarkably spacious; much-improved dynamics; strong drivetrains
☒ ESP not available; low-speed ride; lacks the driving flair of a Fiesta; VTi-S is expensive
- **The Pick:** Base GLi 1.3 is a sweet unit, and the five-speed auto beats rival four-speeders

| | Price | Eng type | Eng size | Power | Torque | Trans. | Kerb weight | 0-100 km/h | 0-400 metres | Fuel cons. | RON | Resale % | Issue tested | Drive |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1.3 GLi | $16,990 | L4 | 1.3 | 73 | 127 | M5 | 1065 | – | – | 5.8 | 91 | 67 | | F |
| 1.3 GLi | $19,290 | L4 | 1.3 | 73 | 127 | A5 | 1110 | – | – | 6.6 | 91 | 67 | | F |
| 1.5 VTi | $20,490 | L4 | 1.5 | 88 | 145 | M5 | 1070 | – | – | 6.4 | 91 | 64 | | F |
| 1.5 VTi | $22,790 | L4 | 1.5 | 88 | 145 | A5 | 1115 | *11.3* | *17.9* | 6.7 | 91 | 64 | 03/09 | F |
| 1.5 VTi-S | $22,990 | L4 | 1.5 | 88 | 145 | M5 | 1090 | – | – | 6.4 | 91 | 65 | | F |
| 1.5 VTi-S | $25,290 | L4 | 1.5 | 88 | 145 | A5 | 1125 | – | – | 6.7 | 91 | 65 | | F |

## City — Jazz gets the boot

☑ A Jazz with extra rear legroom and a bigger boot; surprisingly slick-looking rear end
☒ A bit expensive, though the VTi and VTi-L are now $1K cheaper than an equivalent Jazz
- **The Pick:** Base manual, but unless you love the look, better off stretching to a Civic

| | Price | Eng type | Eng size | Power | Torque | Trans. | Kerb weight | 0-100 km/h | 0-400 metres | Fuel cons. | RON | Resale % | Issue tested | Drive |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1.5 VTi | $19,490 | L4 | 1.5 | 88 | 145 | M5 | 1110 | – | – | 6.3 | 91 | 63 | | F |
| 1.5 VTi | $21,790 | L4 | 1.5 | 88 | 145 | A5 | 1145 | – | – | 6.6 | 91 | 63 | | F |
| 1.5 VTi-L | $21,990 | L4 | 1.5 | 88 | 145 | M5 | 1125 | – | – | 6.3 | 91 | 62 | | F |
| 1.5 VTi-L | $24,290 | L4 | 1.5 | 88 | 145 | A5 | 1160 | – | – | 6.6 | 91 | 62 | | F |

## Civic — Now that's more like it

☑ Slick interior design; excellent drivetrains; ESP now standard; Type R is a top steer
☒ 1.8 lacks low-down torque; Sport suffers stiff ride and road noise; expensive Si
- **The Pick:** The stylish Si hatch if it were $10K cheaper. Base VTi manual is a quality option

| | Price | Eng type | Eng size | Power | Torque | Trans. | Kerb weight | 0-100 km/h | 0-400 metres | Fuel cons. | RON | Resale % | Issue tested | Drive |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| VTi sedan | $22,990 | L4 | 1.8 | 103 | 174 | M5 | 1210 | – | – | 6.9 | 91 | 65 | | F |
| VTi sedan | $25,290 | L4 | 1.8 | 103 | 174 | A5 | 1240 | – | – | 7.2 | 91 | 65 | | F |
| VTi-L sedan | $26,690 | L4 | 1.8 | 103 | 174 | M5 | 1210 | *8.9* | *16.6* | 6.9 | 91 | 66 | 07/09 | F |
| VTi-L sedan | $28,990 | L4 | 1.8 | 103 | 174 | A5 | 1240 | – | – | 7.2 | 91 | 66 | | F |
| Sport sedan | $31,990 | L4 | 2.0 | 114 | 188 | M5 | 1290 | – | – | 7.9 | 91 | 67 | | F |
| Sport sedan | $34,290 | L4 | 2.0 | 114 | 188 | A5 | 1310 | *9.4* | *16.9* | 8.0 | 91 | 67 | 08/06 | F |
| Hybrid sedan | $34,490 | L4H | 1.3 | 85 | 170 | C | 1220 | *12.6* | *18.8* | 4.6 | 91 | 60 | 08/06 | F |
| 1.8 Si hatch | $37,490 | L4 | 1.8 | 103 | 174 | M5 | 1285 | – | – | 6.9 | 91 | 59 | 03/09 | F |
| 1.8 Si hatch | $39,790 | L4 | 1.8 | 103 | 174 | A5 | 1320 | – | – | 7.2 | 91 | 59 | | F |
| Type R hatch | $39,990 | L4 | 2.0 | 148 | 193 | M6 | 1345 | *7.8* | *15.5* | 9.3 | 95 | 68 | 08/07 | F |

## Accord — Honda takes aim at the big three

☑ Very roomy, comfy new cabin, with lots of kit; well-sorted dynamics a big step up
☒ Still looks bland and isn't as sharp as 6, Mondeo or its Euro sibling; steering light on feel
- **The Pick:** Base VTi is roomy, well-equipped and miles better than a base Camry

| | Price | Eng type | Eng size | Power | Torque | Trans. | Kerb weight | 0-100 km/h | 0-400 metres | Fuel cons. | RON | Resale % | Issue tested | Drive |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| VTi | $32,490 | L4 | 2.4 | 133 | 222 | A5 | 1515 | *9.6* | *16.9* | 8.8 | 91 | 60 | 06/08 | F |
| VTi-Luxury | $38,990 | L4 | 2.4 | 133 | 222 | A5 | 1565 | – | – | 8.8 | 91 | 60 | | F |
| V6 | $39,990 | V6 | 3.5 | 202 | 339 | A5 | 1615 | *7.5* | *15.5* | 10.0 | 91 | 56 | 12/08 | F |
| V6 Luxury | $49,990 | V6 | 3.5 | 202 | 339 | A5 | 1650 | – | – | 10.0 | 91 | 56 | | F |

## Accord Euro — All-new, still brilliant, and our 2008 COTY

☑ Crisp new silhouette; superb comfort and quality; carry-over drivetrain a gem
☒ Electric steer and on-limit body control are weak links; needs revs to do its best work
- **The Pick:** It's hard to go past the lush leather of the Luxury, or the slick six-speed manual

| | Price | Eng type | Eng size | Power | Torque | Trans. | Kerb weight | 0-100 km/h | 0-400 metres | Fuel cons. | RON | Resale % | Issue tested | Drive |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | $33,490 | L4 | 2.4 | 148 | 234 | M6 | 1525 | 7.8 | – | 8.9 | 95 | 57 | | F |
| | $35,790 | L4 | 2.4 | 148 | 230 | A5 | 1555 | 9.5 | – | 8.9 | 95 | 57 | | F |
| Luxury | $40,990 | L4 | 2.4 | 148 | 234 | M6 | 1570 | 7.8 | – | 8.9 | 95 | 58 | | F |
| Luxury | $43,290 | L4 | 2.4 | 148 | 230 | A5 | 1605 | *9.4* | *16.8* | 8.9 | 95 | 58 | 09/08 | F |

## Legend — Risen from the dead ... with attitude

☑ SH-AWD delivers excellent handling; accurate steering; outstanding drivetrain
☒ Dynamics don't shine until you really get into it; generic styling; tight rear seat; price
- **The Pick:** Doesn't sell in big numbers, so bargain hard. Should be about $65K

| | Price | Eng type | Eng size | Power | Torque | Trans. | Kerb weight | 0-100 km/h | 0-400 metres | Fuel cons. | RON | Resale % | Issue tested | Drive |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | $79,990 | V6 | 3.7 | 226 | 370 | A5 | 1865 | – | – | 11.3 | 95 | 48 | | A |

## Odyssey — The sports people-mover

☑ Still the only (slightly) sexy MPV; trounces plenty of SUVs for dynamics; slick drivetrain
☒ Needs more grunt – why no V6? Lacks steering feel; prices have risen by about $4K
- **The Pick:** Luxury's worth the extra $6K, and power driver's seat improves ergonomics

| | Price | Eng type | Eng size | Power | Torque | Trans. | Kerb weight | 0-100 km/h | 0-400 metres | Fuel cons. | RON | Resale % | Issue tested | Drive |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | $41,990 | L4 | 2.4 | 132 | 218 | A5 | 1645 | – | – | 8.9 | 91 | 56 | 06/09 | F |
| Luxury | $47,990 | L4 | 2.4 | 132 | 218 | A5 | 1700 | – | – | 8.9 | 91 | 56 | 02/10 | F |

## CR-V — High-end, low-priced SUV

☑ Build quality; excellent fit and finish; sharpish dynamics; competitive pricing
☒ New double-grille plain ugly; coarse-chip road noise; low-speed ride
- **The Pick:** Base manual is great value, though a VW Tiguan is the better all-rounder

| | Price | Eng type | Eng size | Power | Torque | Trans. | Kerb weight | 0-100 km/h | 0-400 metres | Fuel cons. | RON | Resale % | Issue tested | Drive |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| CR-V | $32,990 | L4 | 2.4 | 125 | 218 | M6 | 1570 | *10.2* | *17.2* | 10.0 | 91 | 60 | 09/08 | A |
| CR-V | $35,290 | L4 | 2.4 | 125 | 218 | A5 | 1600 | – | – | 10.0 | 91 | 60 | 03/07 | A |
| CR-V Sport | $42,290 | L4 | 2.4 | 125 | 218 | A5 | 1610 | – | – | 10.0 | 91 | 61 | | A |
| CR-V Luxury | $45,790 | L4 | 2.4 | 125 | 218 | A5 | 1620 | – | – | 10.0 | 91 | 57 | | A |

FACE LIFT

## CIVIC SERVICE

Honda has upgraded its Civic range, with curtain airbags now standard on the base VTi, and a nip 'n' tuck to the front bumper and headlights. Pricing is unchanged, except for the hatch range: the Si hatch is reduced by $1500 to $37,490, and the Type R three-door by $2K to $39,990.

HUMMER

# Hummer

3yr/100,000km
www.holden.com.au

## H3 — Believe it or not, it's the baby of the range

☑ Unapologetic, bold styling has rubber-necking appeal; a true gem off-road
☒ Poor packaging; stone-age leaf suspension; thirsty, thrashy five-cylinder
- **The Pick:** Sorry, but there's no tempting us into this crude Yank tank

| | Price | Eng type | Eng size | Power | Torque | Trans. | Kerb weight | 0-100 km/h | 0-400 metres | Fuel cons. | RON | Resale % | Issue tested | Drive |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| H3 | $52,990 | L5 | 3.7 | 180 | 328 | M5 | 2178 | – | – | 13.8 | 91 | 59 | 12/07 | A |
| H3 | $54,990 | L5 | 3.7 | 180 | 328 | A4 | 2236 | – | – | 14.5 | 91 | 59 | | A |
| H3 Adventure | $58,990 | L5 | 3.7 | 180 | 328 | M5 | 2245 | – | – | 13.8 | 91 | 60 | | A |
| H3 Adventure | $60,990 | L5 | 3.7 | 180 | 328 | A4 | 2303 | – | – | 14.5 | 91 | 60 | | A |
| H3 Luxury | $60,990 | L5 | 3.7 | 180 | 328 | A4 | 2268 | – | – | 14.5 | 91 | 60 | | A |

Recommended Retail Price at time of publication
L=In-line, V=vee, F=flat, R=rotary. Number of cyls or rotors. T=turbo, S=s'charged, D=diesel, H=hybrid
Litres
Kilowatts
Newton metres
M=manual, A=automatic, S=sequential, C=CVT
Kilograms
0-100km/h acceleration, in secs (Wheels tested figures in italics)
0-400m acceleration, in secs (Wheels tested figures in italics)
Fuel consumption in Litres/100km
Recommended octane rating
RedBook predicted resale rating, retained after 3 years
When we drove it
F= Front drive, R=Rear drive, A=All drive, PA=Part-time all drive

Buy, Sell, Value & Research Cars at carsales.com.au
Australia's No.1 Auto Website

# Hyundai

5yr/unlimited
www.hyundai.com.au

## Getz — Weird name, conventional package

☑ Anti-Korean styling; funky cabin; 1.6 a real little mover; ABS and optional ESP; warranty
☒ Ever-present understeer; soft steering response; bouncy ride; cheap tyres; flat seats
- **The Pick:** S 3dr is popular, cheap and decent. But stretch to a Fiesta, Jazz or 2 if you can

| | Price | Eng type | Eng size | Power | Torque | Trans. | Kerb weight | 0-100 km/h | 0-400 metres | Fuel cons. | RON | Resale % | Issue tested | Drive |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| S 3dr 1.4 | $13,990 | L4 | 1.4 | 70 | 126 | M5 | 1075 | 11.2 | – | 6.1 | 91 | 64 | | F |
| S 3dr 1.4 | $15,990 | L4 | 1.4 | 70 | 126 | A4 | 1105 | 13.9 | – | 7.0 | 91 | 64 | | F |
| S 5dr 1.4 | $14,990 | L4 | 1.4 | 70 | 126 | M5 | 1075 | 11.2 | – | 6.1 | 91 | 64 | | F |
| S 5dr 1.4 | $16,990 | L4 | 1.4 | 70 | 126 | A4 | 1105 | 13.9 | – | 7.0 | 91 | 64 | | F |
| SX 3dr 1.6 | $15,340 | L4 | 1.6 | 78 | 144 | M5 | 1077 | *10.8* | *17.5* | 6.2 | 91 | 65 | 06/06 | F |
| SX 3dr 1.6 | $17,340 | L4 | 1.6 | 78 | 144 | A4 | 1107 | 11.9 | – | 7.1 | 91 | 65 | | F |
| SX 5dr 1.6 | $16,340 | L4 | 1.6 | 78 | 144 | M5 | 1077 | 9.6 | – | 6.2 | 91 | 62 | | F |
| SX 5dr 1.6 | $18,340 | L4 | 1.6 | 78 | 144 | A4 | 1102 | 11.9 | – | 7.1 | 91 | 61 | | F |

## Accent — Grown-up Accent, but far from class-leading

☑ New Accent is more mature, with improved dynamics, structural integrity; safety levels
☒ Price jumps $1000 over outgoing model; drab steering feel; design lacks innovation
- **The Pick:** Not this, plus it's soon to be killed off. Getz and i30 are the smarter choices

| | Price | Eng type | Eng size | Power | Torque | Trans. | Kerb weight | 0-100 km/h | 0-400 metres | Fuel cons. | RON | Resale % | Issue tested | Drive |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| S hatch | $15,490 | L4 | 1.6 | 82 | 145 | M5 | 1206 | – | – | 7.0 | 91 | 65 | | F |
| S hatch | $17,490 | L4 | 1.6 | 82 | 145 | A4 | 1206 | – | – | 7.3 | 91 | 65 | | F |
| SLX hatch | $16,990 | L4 | 1.6 | 82 | 145 | M5 | 1206 | – | – | 7.0 | 91 | 66 | | F |
| SLX hatch | $18,990 | L4 | 1.6 | 82 | 145 | A4 | 1228 | – | – | 7.3 | 91 | 66 | | F |
| S sedan | $16,990 | L4 | 1.6 | 82 | 145 | M5 | 1134 | – | – | 6.8 | 91 | 66 | | F |
| S sedan | $18,990 | L4 | 1.6 | 82 | 145 | A4 | 1160 | – | – | 7.1 | 91 | 66 | | F |
| SLX sedan | $18,490 | L4 | 1.6 | 82 | 145 | M5 | 1186 | – | – | 6.8 | 91 | 65 | | F |
| SLX sedan | $20,490 | L4 | 1.6 | 82 | 145 | A4 | 1280 | – | – | 7.1 | 91 | 65 | | F |

## Elantra — Still better on paper than in practice

☑ Improved styling, fuel economy and features; HVT engine a decent performer; roomy
☒ Engine still noisy and lacks torque; lumpy steering; safety pack should be standard
- **The Pick:** Hard to recommend over its much-newer, more cohesive i30 hatch sibling

| | Price | Eng type | Eng size | Power | Torque | Trans. | Kerb weight | 0-100 km/h | 0-400 metres | Fuel cons. | RON | Resale % | Issue tested | Drive |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SX | $19,990 | L4 | 2.0 | 105 | 186 | M5 | 1285 | 8.9 | – | 7.4 | 91 | 60 | | F |
| SX | $21,990 | L4 | 2.0 | 105 | 186 | A4 | 1295 | 10.5 | – | 7.8 | 91 | 60 | | F |
| SLX | $22,490 | L4 | 2.0 | 105 | 186 | M5 | 1300 | 9.1 | – | 7.4 | 91 | 59 | | F |
| SLX | $24,490 | L4 | 2.0 | 105 | 186 | A4 | 1310 | 10.5 | – | 7.8 | 91 | 59 | | F |
| Elite | $26,990 | L4 | 2.0 | 105 | 186 | A4 | 1310 | 10.5 | – | 7.8 | 91 | 59 | | F |

## i30 — Hyundai hatches a winner

☑ Neat, nicely finished interior; neutral dynamics, with the SR actually bordering on sporty
☒ Still can't match class leaders for poise; crap base tyres; vague steering; low-speed ride
- **The Pick:** The SX CRDi: it's Oz's cheapest diesel, and the petrol alternative lacks polish

| | Price | Eng type | Eng size | Power | Torque | Trans. | Kerb weight | 0-100 km/h | 0-400 metres | Fuel cons. | RON | Resale % | Issue tested | Drive |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SX | $19,390 | L4 | 2.0 | 105 | 186 | M5 | 1363 | – | – | 7.2 | 91 | 66 | | F |
| SX | $21,390 | L4 | 2.0 | 105 | 186 | A4 | 1377 | – | – | 7.6 | 91 | 66 | | F |
| SX wagon | $20,890 | L4 | 2.0 | 105 | 186 | M5 | 1407 | – | – | 7.3 | 91 | 65 | | F |
| SX wagon | $22,890 | L4 | 2.0 | 105 | 186 | A4 | 1421 | – | – | 7.7 | 91 | 65 | | F |
| SX CRDi | $21,890 | L4TD | 1.6 | 85 | 255 | M5 | 1399 | – | – | 4.7 | D | 65 | | F |
| SX CRDi | $23,890 | L4TD | 1.6 | 85 | 255 | A4 | 1408 | – | – | 6.0 | D | 65 | | F |
| SX CRDi wagon | $23,390 | L4TD | 1.6 | 85 | 255 | M5 | 1444 | – | – | 4.9 | D | 64 | | F |
| SX CRDi wagon | $25,390 | L4TD | 1.6 | 85 | 255 | A4 | 1449 | – | – | 6.0 | D | 64 | | F |
| SLX | $23,890 | L4 | 2.0 | 105 | 186 | M5 | 1363 | *9.6* | *16.9* | 7.2 | 91 | 65 | 07/09 | F |
| SLX | $25,890 | L4 | 2.0 | 105 | 186 | A4 | 1377 | – | – | 7.6 | 91 | 65 | | F |
| SLX wagon | $27,390 | L4 | 2.0 | 105 | 186 | A4 | 1421 | – | – | 7.7 | 91 | 64 | | F |
| SLX CRDi | $26,390 | L4TD | 1.6 | 85 | 255 | M5 | 1399 | – | – | 4.7 | D | 64 | 01/08 | F |
| SLX CRDi | $28,390 | L4TD | 1.6 | 85 | 255 | A4 | 1408 | – | – | 6.0 | D | 64 | | F |
| SLX CRDi wagon | $29,890 | L4TD | 1.6 | 85 | 255 | A4 | 1408 | – | – | 6.0 | D | 64 | | F |
| SR | $26,540 | L4 | 2.0 | 105 | 186 | M5 | 1363 | – | – | 7.2 | 91 | 65 | 12/07 | F |
| SR | $28,540 | L4 | 2.0 | 105 | 186 | A4 | 1377 | – | – | 7.6 | 91 | 65 | | F |
| Sportswagon | $28,990 | L4 | 2.0 | 105 | 186 | A4 | 1421 | – | – | 7.7 | 91 | 64 | | F |

## Sonata — Decent mid-size sedan now with diesel power

☑ Roomy and well-equipped; sweet petrol four; new diesel grunty and economical
☒ Decent dynamics spoilt by steering kickback, floaty ride and lack of dynamic finesse
- **The Pick:** Elite petrol, but still outclassed by the Japanese. New-gen model is coming soon

| | Price | Eng type | Eng size | Power | Torque | Trans. | Kerb weight | 0-100 km/h | 0-400 metres | Fuel cons. | RON | Resale % | Issue tested | Drive |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SLX | $27,990 | L4 | 2.4 | 127 | 225 | M5 | 1530 | – | – | 8.0 | 91 | 52 | | F |
| SLX | $29,990 | L4 | 2.4 | 127 | 225 | A5 | 1540 | – | – | 8.4 | 91 | 52 | | F |
| SLX CRDi | $30,490 | L4TD | 2.0 | 110 | 305 | M6 | 1659 | – | – | 6.0 | D | 51 | | F |
| SLX CRDi | $32,490 | L4TD | 2.0 | 110 | 305 | A4 | 1711 | – | – | 7.0 | D | 51 | | F |
| Elite | $34,490 | L4 | 2.4 | 125 | 225 | A5 | 1541 | – | – | 8.4 | 91 | 51 | | F |
| Elite CRDi | $36,990 | L4TD | 2.0 | 110 | 305 | A4 | 1711 | – | – | 7.0 | D | 51 | | F |

## Grandeur — A grander Sonata

☑ A step in the right direction for a big Hyundai – fast, roomy, stylish and well packaged
☒ Poor open-road dynamics; jittery, yet under-damped ride; steering kickback
- **The Pick:** Do they have lawn bowls clubs in South Korea? Either way, we'll pass thanks

| | Price | Eng type | Eng size | Power | Torque | Trans. | Kerb weight | 0-100 km/h | 0-400 metres | Fuel cons. | RON | Resale % | Issue tested | Drive |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| V6 | $39,990 | V6 | 3.8 | 194 | 348 | A5 | 1645 | – | – | 10.8 | 91 | 47 | | F |
| CRDi | $41,990 | L4TD | 2.2 | 114 | 343 | A5 | 1752 | – | – | 7.9 | D | 45 | | F |

## Tiburon — Totally underrated ... in fact, it's good

☑ V6's engine note; chunky styling; handling balance; lovely clutch action; kinda unique
☒ V6's thirst; near-useless rear seat; rear visibility; Hyundai's lingering image woes
- **The Pick:** A refreshingly sporty, good-looking Hyundai, but it's getting on, so bargain hard

| | Price | Eng type | Eng size | Power | Torque | Trans. | Kerb weight | 0-100 km/h | 0-400 metres | Fuel cons. | RON | Resale % | Issue tested | Drive |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| V6 | $34,990 | V6 | 2.7 | 123 | 245 | M6 | 1409 | *8.6* | *16.2* | 10.3 | | 54 | 05/02 | F |
| V6 | $36,780 | V6 | 2.7 | 123 | 245 | A4 | 1420 | 8.2 | – | 10.2 | | 54 | | F |
| V6 TS | $37,590 | V6 | 2.7 | 123 | 245 | M6 | 1409 | 8.2 | – | 10.3 | | 54 | | F |
| V6 TS | $39,380 | V6 | 2.7 | 123 | 245 | A4 | 1420 | 8.2 | – | 10.2 | | 54 | | F |

## Tucson — Cheap, but doesn't deliver in practice

☑ More kit per buck than any of its rivals; has on-paper value and showroom appeal to burn
☒ Feels old; not great to drive on- or off-road
- **The Pick:** Dirt-cheap SUV, but we'd advise waiting for its ix35 replacement, due in 2010

| | Price | Eng type | Eng size | Power | Torque | Trans. | Kerb weight | 0-100 km/h | 0-400 metres | Fuel cons. | RON | Resale % | Issue tested | Drive |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| City SX | $25,490 | L4 | 2.0 | 104 | 184 | M5 | 1467 | 11.1 | – | 8.0 | 91 | 58 | | F |
| City SX | $27,490 | L4 | 2.0 | 104 | 184 | A4 | 1467 | 11.3 | – | 9.2 | 91 | 58 | | F |
| City Elite | $30,490 | L4 | 2.0 | 104 | 184 | A4 | 1467 | 11.3 | – | 9.2 | 91 | 58 | | F |

## Santa Fe — New soft-roader lifts its game

☑ New-gen diesel is gutsy yet frugal; quite roomy as a seven-seater; well-equipped
☒ Punchy 3.3-litre V6 no longer available; not really dynamic; steering loads up like Rambo
- **The Pick:** Highlander is getting expensive; SLX a bit too basic. Elite it is, then

| | Price | Eng type | Eng size | Power | Torque | Trans. | Kerb weight | 0-100 km/h | 0-400 metres | Fuel cons. | RON | Resale % | Issue tested | Drive |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SLX | $37,990 | L4TD | 2.2 | 145 | 343 | M6 | – | – | – | 6.7 | D | – | | A |
| SLX | $39,990 | L4TD | 2.2 | 145 | 343 | A6 | – | – | – | 7.5 | D | – | | A |
| Elite | $43,990 | L4TD | 2.2 | 145 | 343 | A6 | – | – | – | 7.5 | D | – | | A |
| Highlander | $48,490 | L4TD | 2.2 | 145 | 343 | A6 | – | – | – | 7.5 | D | – | | A |

## iMax — Value-packed eight-seater

☑ Keenly priced; plenty of fruit, including twin sliding side doors and rear parking sensors
☒ Concerns over crashworthiness and dynamics, suffice to say it's an LCV with extra seats
- **The Pick:** It's roomy and well-priced, but very bland. Opt for the oiler for its extra torque

| | Price | Eng type | Eng size | Power | Torque | Trans. | Kerb weight | 0-100 km/h | 0-400 metres | Fuel cons. | RON | Resale % | Issue tested | Drive |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 2.4 Shuttle | $36,990 | L4 | 2.4 | 129 | 228 | A4 | 2128 | – | – | 10.6 | 91 | 61 | | R |
| 2.5 Shuttle CRDi | $39,990 | L4TD | 2.5 | 125 | 392 | M5 | 2249 | – | – | 8.5 | D | 60 | | R |

# Jaguar

3yr/100,000km
www.jaguar.com.au

## X-Type — No life left in this old cat

☑ Old-Mondeo chassis is still fairly dynamic; big wheels improve its fussy styling
☒ Outdated style and interior; 2.1 auto is underwhelming and thirsty
- **The Pick:** 2.2D isn't bad, but it's all a bit late with X-Type knockin' on heaven's door

| | Price | Eng type | Eng size | Power | Torque | Trans. | Kerb weight | 0-100 km/h | 0-400 metres | Fuel cons. | RON | Resale % | Issue tested | Drive |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 2.1 LE | $54,990 | V6 | 2.1 | 117 | 200 | A5 | 1485 | *12.7* | *18.4* | 10.0 | 95 | 50 | 09/02 | F |
| 2.1 Sport | $59,435 | V6 | 2.1 | 117 | 200 | A5 | 1485 | 10.8 | – | 10.0 | 95 | 51 | | F |
| 2.2D LE | $55,490 | L4TD | 2.2 | 107 | 366 | A6 | 1532 | 9.9 | – | 6.9 | D | 49 | | F |
| 2.2D Sport | $59,935 | L4TD | 2.2 | 107 | 366 | A6 | 1532 | 9.9 | – | 6.9 | D | 50 | | F |

## XF — As good, or better, than Deutsch rivals

☑ Slick exterior and classy interior banishes ye olde feel; lovely ride and handling balance
☒ Coupe-like roofline reduces headroom; rear seat set too low; V6 petrol is a weak link
- **The Pick:** 3.0D is brilliantly punchy *and* fuel-frugal; XFR simply superb

| | Price | Eng type | Eng size | Power | Torque | Trans. | Kerb weight | 0-100 km/h | 0-400 metres | Fuel cons. | RON | Resale % | Issue tested | Drive |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 3.0 Luxury | $109,450 | V6 | 3.0 | 175 | 293 | A6 | 1690 | 8.3 | – | 10.5 | 95 | 55 | | R |
| 3.0D Luxury | $116,250 | V6TD | 3.0 | 202 | 600 | A6 | 1820 | 6.4 | – | 6.8 | D | 60 | | R |
| 5.0 Premium Luxury | $147,900 | V8 | 5.0 | 283 | 515 | A6 | 1749 | 5.7 | – | 11.1 | 95 | 60 | | R |
| XFR | $208,450 | V8S | 5.0 | 375 | 625 | A6 | 1891 | 4.9 | – | 12.5 | 98 | 59 | 04/09 | R |

## XJ — Old-school styling, new-school construction

☑ Lightweight aluminium body; punchy engines; impressive air suspension
☒ Too trad-looking to cut a swathe in high-glam 2009; lacks rigidity; cabin plastics sub par
- **The Pick:** None; this year's stunning new XJ will wipe the floor with this ageing Cat

| | Price | Eng type | Eng size | Power | Torque | Trans. | Kerb weight | 0-100 km/h | 0-400 metres | Fuel cons. | RON | Resale % | Issue tested | Drive |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| XJ6D | $160,600 | V6TD | 2.7 | 152 | 435 | A6 | 1659 | 8.2 | – | 8.1 | D | 48 | | R |
| XJ8 3.5 | $165,900 | V8 | 3.6 | 196 | 345 | A6 | 1615 | *8.1* | *16.0* | 10.7 | 95 | 49 | 09/03 | R |
| XJ8 4.2 | $181,800 | V8 | 4.2 | 224 | 420 | A6 | 1615 | 6.6 | – | 10.9 | 95 | 48 | | R |
| XJ8 4.2 LWB | $187,100 | V8 | 4.2 | 224 | 420 | A6 | 1689 | 6.6 | – | 10.9 | 95 | 48 | | R |
| XJR | $229,500 | V8S | 4.2 | 298 | 553 | A6 | 1665 | *5.8* | *14.0* | 12.3 | 95 | 50 | 12/03 | R |
| Super V8 | $240,100 | V8S | 4.2 | 298 | 553 | A6 | 1665 | 5.3 | – | 12.3 | 95 | 54 | | R |
| Super V8 LWB | $245,400 | V8S | 4.2 | 298 | 553 | A6 | 1689 | 5.3 | – | 12.3 | 95 | 54 | | R |

## XK — Sleek cat scores a mid-life upgrade

☑ Challenges luxury coupe staples; still looks great, and now gets gutsier 5.0-litre donks
☒ 2+2 design really two seats and a handbag; XKR can get very thirsty
- **The Pick:** Splurge on the blown XKR Coupe. Go on, you'll thank us for it

| | Price | Eng type | Eng size | Power | Torque | Trans. | Kerb weight | 0-100 km/h | 0-400 metres | Fuel cons. | RON | Resale % | Issue tested | Drive |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| XK8 Coupe | $209,400 | V8 | 4.2 | 283 | 515 | A6 | – | 5.5 | – | 11.2 | 95 | – | | R |
| XK8 Convertible | $232,700 | V8 | 4.2 | 283 | 515 | A6 | – | 5.5 | – | 11.2 | 95 | – | | R |
| XKR Coupe | $240,100 | V8S | 4.2 | 375 | 625 | A6 | – | 4.8 | – | 12.3 | 95 | – | | R |
| XKR Convertible | $263,400 | V8S | 4.2 | 375 | 625 | A6 | – | 4.8 | – | 12.3 | 95 | – | | R |

# Jeep

3yr/100,000km
www.jeep.com.au

## Patriot — Baby Jeep works on and off the road

☑ Polite on the road, capable off it; swallows loads of luggage
☒ Interior quality stuck in the 1980s and way below Jap rivals; torque-less 2.4-litre petrol
- **The Pick:** Lots of rugged charm in either spec, but Limited has a great stereo

| | Price | Eng type | Eng size | Power | Torque | Trans. | Kerb weight | 0-100 km/h | 0-400 metres | Fuel cons. | RON | Resale % | Issue tested | Drive |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 2.4 Sport | $29,990 | L4 | 2.4 | 125 | 220 | M5 | 1490 | 10.7 | – | 8.4 | 91 | 55 | | A |
| 2.4 Sport | $32,990 | L4 | 2.4 | 125 | 220 | C | 1525 | 11.3 | – | 9.1 | 91 | 56 | | A |
| 2.4 Limited | $35,990 | L4 | 2.4 | 125 | 220 | C | 1570 | 11.3 | – | 9.1 | 91 | 55 | | A |

**We said:** "A slice of Americana that fails to integrate Down Under. In most respects, mediocrity prevails"
**SEAN POPPITT – SEPTEMBER 2008**

# Showroom

### Compass — Surprisingly capable soft-roader

☑ Excellent VW-sourced turbo-diesel; surprisingly well-balanced handling; great stereo
☒ Petrol 2.4 is peaky and gutless; typically cheap Jeep interior is disappointing
- **The Pick:** It's a Patriot by another name, but scores a frugal, better diesel

| | Price | Eng type | Eng size | Power | Torque | Trans. | Kerb weight | 0-100 km/h | 0-400 metres | Fuel cons. | RON | Resale % | Issue tested | Drive |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Limited | $33,990 | L4 | 2.4 | 125 | 220 | M5 | 1460 | 10.7 | – | 8.7 | | 57 | | A |
| Limited | $35,990 | L4 | 2.4 | 125 | 220 | C | 1585 | 11.3 | – | 8.7 | | 57 | | A |
| CRD Limited | $37,990 | L4TD | 2.0 | 103 | 310 | M6 | 1540 | 11.0 | – | 6.5 | | 56 | | A |

### Wrangler — Butch it up, baby

☑ Iconic design also in four-door guise for the first time; damn tough and a true off-roader
☒ Indirect steering; very thirsty; peaky V6; four-speed auto on petrols; sloppy dynamics
- **The Pick:** As tough as Charles Bronson off-road; pretty awful on it. Diesel the only choice

| | Price | Eng type | Eng size | Power | Torque | Trans. | Kerb weight | 0-100 km/h | 0-400 metres | Fuel cons. | RON | Resale % | Issue tested | Drive |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Sport | $31,590 | V6 | 3.8 | 146 | 315 | M6 | 1745 | – | – | 11.5 | 91 | 55 | 01/07 | A |
| Sport | $33,590 | V6 | 3.8 | 146 | 315 | A4 | 1855 | – | – | 12.0 | 91 | 55 | | A |
| Sport | $35,590 | L4TD | 2.8 | 130 | 400 | M6 | 1745 | – | – | 8.2 | D | 55 | | A |
| Sport | $37,590 | L4TD | 2.8 | 130 | 460 | A5 | 1835 | – | – | 9.9 | D | 55 | | A |
| Rubicon | $40,590 | V6 | 3.8 | 146 | 315 | M6 | 1760 | – | – | 12.5 | 91 | 55 | | A |
| Rubicon | $42,590 | V6 | 3.8 | 146 | 315 | A4 | 1855 | – | – | 12.8 | 91 | 55 | | A |
| Unlimited | $35,990 | V6 | 3.8 | 146 | 315 | M6 | 1875 | – | – | 11.8 | 91 | 52 | | A |
| Unlimited | $37,990 | V6 | 3.8 | 146 | 315 | A4 | 2055 | – | – | 11.8 | 91 | 55 | | A |
| Unlimited | $39,490 | L4TD | 2.8 | 130 | 400 | M6 | 1955 | – | – | 9.9 | D | 55 | | A |
| Unlimited | $41,490 | L4TD | 2.8 | 130 | 460 | A5 | 2105 | – | – | 9.9 | D | 55 | | A |
| Unlimited Rubicon | $44,990 | V6 | 3.8 | 146 | 315 | M6 | 1805 | – | – | 12.5 | 91 | 55 | | A |
| Unlimited Rubicon | $46,990 | V6 | 3.8 | 146 | 315 | A4 | 1975 | – | – | 12.8 | 91 | 55 | | A |

### Cherokee — Tough stuff

☑ Punchy V6 has decent grunt; diesel 2.8 now more powerful; prices reduced by $2-5K
☒ Petrol struggles in the power-to-weight stakes; small luggage bay; budget interior
- **The Pick:** We'd suggest looking elsewhere, but if pushed we'd opt for the turbo-diesel

| | Price | Eng type | Eng size | Power | Torque | Trans. | Kerb weight | 0-100 km/h | 0-400 metres | Fuel cons. | RON | Resale % | Issue tested | Drive |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Sport | $37,990 | V6 | 3.7 | 151 | 314 | A4 | 1935 | – | – | 11.7 | 91 | 61 | | A |
| Limited | $40,990 | V6 | 3.7 | 151 | 314 | A5 | 2040 | – | – | 11.7 | 91 | 60 | | A |
| Limited CRD | $44,990 | L4TD | 2.8 | 130 | 460 | A4 | 2090 | – | – | 9.4 | D | 62 | | A |

### Grand Cherokee — Finally, it goes where you point it

☑ Outstanding Benz diesel; rapid 4.7- and 5.7-litre V8s; improved dynamics and interior
☒ Appallingly packaged rear seat; despite its leap in ability, it still isn't city-friendly
- **The Pick:** It's flawed, but we kinda like the Grand Chekka. Base CRD the best value

| | Price | Eng type | Eng size | Power | Torque | Trans. | Kerb weight | 0-100 km/h | 0-400 metres | Fuel cons. | RON | Resale % | Issue tested | Drive |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Laredo CRD | $60,690 | V6TD | 3.0 | 160 | 510 | A5 | 2142 | 9.0 | – | 10.2 | D | 49 | | A |
| Limited V8 | $66,690 | V8 | 4.7 | 223 | 445 | A5 | 2135 | 8.9 | – | 13.9 | 91 | 50 | | A |
| Limited CRD | $69,690 | V6TD | 3.0 | 160 | 510 | A5 | 2140 | 9.0 | – | 10.2 | D | 50 | | A |
| Limited Hemi | $69,690 | V8 | 5.7 | 240 | 500 | A5 | 2209 | 7.4 | – | 15.6 | 91 | 56 | | A |
| SRT8 | $92,990 | V8 | 6.1 | 313 | 569 | A5 | 2147 | 5.0 | – | 16.1 | 98 | 46 | | A |

### Commander — Big Momma's house

☑ Stretched seven-seat Grand Chekka promises more room with the same performance...
☒ ...but still suffers its sibling's cramped rear seats, times two; it's also thirstier
- **The Pick:** Hmm ... CRD is at least economical. But no thanks

| | Price | Eng type | Eng size | Power | Torque | Trans. | Kerb weight | 0-100 km/h | 0-400 metres | Fuel cons. | RON | Resale % | Issue tested | Drive |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Sport CRD | $62,990 | V6TD | 3.0 | 160 | 510 | A5 | 2250 | 9.0 | – | 10.5 | 51 | D | – | A |
| Limited CRD | $70,990 | V6TD | 3.0 | 160 | 510 | A5 | 2306 | 9.0 | – | 10.5 | 54 | D | | A |
| Limited Hemi | $67,990 | V8 | 4.7 | 223 | 445 | A5 | 2318 | n/a | – | 15.5 | 95 | 54 | | A |
| Limited Hemi | $70,190 | V8 | 5.7 | 240 | 500 | A5 | 2318 | 7.4 | – | 16.0 | 95 | 56 | | A |

## Kia

5yr/unlimited km
www.kia.com.au

### Rio — Duran Duran funk, no-frills drive

☑ A substantial improvement over rough old dunger; drives inoffensively; looks okay
☒ Just an A-to-B appliance; does nothing with distinction; 1.6 models aren't value; no ABS
- **The Pick:** Our advice? Stretch to a Fiesta, 2, Jazz or Swift

| | Price | Eng type | Eng size | Power | Torque | Trans. | Kerb weight | 0-100 km/h | 0-400 metres | Fuel cons. | RON | Resale % | Issue tested | Drive |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1.4 LX | $14,990 | L4 | 1.4 | 71 | 125 | M5 | 1193 | n/a | – | 6.7 | 91 | 57 | | F |
| 1.4 LX | $16,990 | L4 | 1.4 | 70 | 125 | A4 | 1241 | n/a | – | 6.8 | 91 | 57 | | F |
| 1.6 EX | $16,840 | L4 | 1.6 | 82 | 145 | M5 | 1193 | 10.2 | – | 6.8 | 91 | 55 | | F |
| 1.6 EX | $18,840 | L4 | 1.6 | 82 | 145 | A4 | 1241 | 12.0 | – | 6.9 | 91 | 55 | | F |
| 1.6 EX sedan | $16,840 | L4 | 1.6 | 82 | 145 | M5 | 1207 | 10.2 | – | 6.8 | 91 | 55 | | F |
| 1.6 EX sedan | $18,840 | L4 | 1.6 | 82 | 145 | A4 | 1229 | 12.0 | – | 6.9 | 91 | 55 | | F |

### Cerato — A giant step forward for Kia

☑ It's a Kia like none before – stylish, roomy, with class-leading power and keen pricing
☒ Still trails its Japanese rivals dynamically; four-speed auto; lacks drivetrain refinement
- **The Pick:** Go for the S: it's a decent sub-$20K option if you can't stretch to a Mazda 3 or Golf

| | Price | Eng type | Eng size | Power | Torque | Trans. | Kerb weight | 0-100 km/h | 0-400 metres | Fuel cons. | RON | Resale % | Issue tested | Drive |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| S | $18,990 | L4 | 2.0 | 115 | 194 | M5 | 1293 | 9.3 | – | 7.8 | 91 | 51 | 02/10 | F |
| S | $20,990 | L4 | 2.0 | 115 | 194 | A4 | 1293 | 10.5 | – | 7.8 | 91 | 49 | | F |
| SLI | $22,990 | L4 | 2.0 | 115 | 194 | M5 | 1293 | 9.3 | – | 7.8 | 91 | 50 | | F |
| SLI | $24,990 | L4 | 2.0 | 115 | 194 | A4 | 1293 | 9.8 | 16.9 | 7.8 | 91 | 50 | 02/10 | F |

### Cerato Koup — Korea's sexiest car, ever

☑ Hottest-looking Kia yet should tempt some buyers away from small hatchbacks; value
☒ It's miles away from a sports car: decent steering, but crap ride and peaky 2.0-litre spoil it
- **The Pick:** Choose the manual transmission over the gappy auto

| | Price | Eng type | Eng size | Power | Torque | Trans. | Kerb weight | 0-100 km/h | 0-400 metres | Fuel cons. | RON | Resale % | Issue tested | Drive |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | $23,690 | L4 | 2.0 | 115 | 194 | M5 | 1274 | – | – | 7.8 | 91 | 55 | | F |
| | $25,690 | L4 | 2.0 | 115 | 194 | A4 | 1274 | – | – | 7.9 | 91 | 55 | | F |

### Soul — ...at least this Kia has one

☑ Injects urban-cool (of sorts) into the Kia range; reasonably entertaining on smooth roads
☒ Petrol 1.6 only adequate; lacks dynamic polish; ride degenerates on bumpy bitumen
- **The Pick:** Base 1.6 is at least cheap-ish, but the CRDi brings much-needed torque

| | Price | Eng type | Eng size | Power | Torque | Trans. | Kerb weight | 0-100 km/h | 0-400 metres | Fuel cons. | RON | Resale % | Issue tested | Drive |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1.6 | $20,990 | L4 | 1.6 | 91 | 156 | M5 | 1179 | 11.0 | – | 6.5 | 91 | 55 | | F |
| 1.6 | $22,990 | L4 | 1.6 | 91 | 156 | A4 | 1199 | n/a | – | 7.0 | 91 | 55 | | F |
| 1.6 2 | $23,190 | L4 | 1.6 | 91 | 156 | M5 | 1179 | 11.0 | – | 6.5 | 91 | 54 | | F |
| 1.6 2 | $25,190 | L4 | 1.6 | 91 | 156 | A4 | 1199 | n/a | – | 7.0 | 91 | – | | F |
| 1.6 2 CRDi | $26,690 | L4TD | 1.6 | 94 | 260 | M5 | 1195 | 12.0 | – | 5.2 | D | 53 | 06/09 | F |
| 1.6 2 CRDi | $28,690 | L4TD | 1.6 | 94 | 260 | A4 | 1289 | 11.3 | – | 5.9 | D | 53 | | F |
| 1.6 3 | $27,390 | L4 | 1.6 | 91 | 156 | A4 | 1199 | – | – | 7.0 | 91 | – | | F |
| 1.6 3 CRDi | $30,890 | L4TD | 1.6 | 94 | 260 | A4 | 1289 | 11.9 | – | 5.9 | D | 52 | | F |

### Magentis — Kia's Sonata slayer

☑ Strong equipment levels; likeable looks; value for money; ESP and six 'bags standard
☒ Misses 3.3-litre V6 donk; leather trim slippery as a toad; below-average dynamics
- **The Pick:** Decent enough if your mum ventures only as far as the shopping centre

| | Price | Eng type | Eng size | Power | Torque | Trans. | Kerb weight | 0-100 km/h | 0-400 metres | Fuel cons. | RON | Resale % | Issue tested | Drive |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| LX | $23,190 | L4 | 2.4 | 119 | 221 | M5 | 1426 | 9 | – | 8.0 | 91 | 51 | | F |
| LX | $25,190 | L4 | 2.4 | 119 | 221 | A5 | 1452 | – | – | 8.6 | 91 | – | | F |

### Rondo — Oz's cheapest seven-seater

☑ Cheap, compact and cleverly packaged; standard ESP; EX/EX-L ride well on 17s
☒ Weight, gutless 2.0 and dud auto conspire to ruin performance, refinement, economy...
- **The Pick:** LX manual. But the seven-seat Pug 308 wagon is more polished, if also more exxy

| | Price | Eng type | Eng size | Power | Torque | Trans. | Kerb weight | 0-100 km/h | 0-400 metres | Fuel cons. | RON | Resale % | Issue tested | Drive |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| LX | $24,990 | L4 | 2.0 | 106 | 189 | M5 | 1581 | – | – | 8.4 | 91 | 48 | | F |
| LX | $26,990 | L4 | 2.0 | 106 | 189 | A4 | 1597 | – | – | 8.6 | 91 | – | | F |
| EX | $28,990 | L4 | 2.0 | 106 | 189 | A4 | 1597 | – | – | 8.6 | 91 | 55 | | F |
| EX-L | $31,990 | L4 | 2.0 | 106 | 189 | A4 | 1597 | – | – | 8.6 | 91 | – | 06/08 | F |

### Carnival — Not as cheap as catching a bus

☑ Affordable for big families with unquestioned size/value appeal; seats eight; drives okay
☒ Dated, daggy styling inside and out; heavy, thirsty and bloody slow; lacks refinement
- **The Pick:** If moving people on a budget is the aim, try the EX auto. Or catch the bus

| | Price | Eng type | Eng size | Power | Torque | Trans. | Kerb weight | 0-100 km/h | 0-400 metres | Fuel cons. | RON | Resale % | Issue tested | Drive |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 2.7 EX | $33,890 | V6 | 2.7 | 136 | 246 | M5 | 2079 | 10.5 | – | 11.0 | 91 | 51 | | F |
| 2.7 EX | $36,390 | V6 | 2.7 | 136 | 246 | A4 | 2100 | – | – | 11.0 | 91 | 53 | | F |
| 2.7 EX SP | $37,690 | V6 | 2.7 | 139 | 249 | A4 | 2100 | 10.5 | – | 11.0 | 91 | 56 | | F |

### Grand Carnival — Definitely not as cheap as catching a bus

☑ Much roomier and more powerful all-new version of Kia's popular, if dated, Carnival MPV
☒ Weighs a truckload; suggests you're either getting lots of sex – or none
- **The Pick:** Pushes Carnival's price into Tarago and Odyssey territory, so choose one of them

| | Price | Eng type | Eng size | Power | Torque | Trans. | Kerb weight | 0-100 km/h | 0-400 metres | Fuel cons. | RON | Resale % | Issue tested | Drive |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| EXE | $39,390 | V6 | 3.8 | 184 | 343 | A5 | 2086 | 10.5 | – | 12.8 | 91 | 55 | | F |
| EXE CRDi | $41,990 | L4TD | 2.9 | 136 | 343 | A5 | – | – | – | 8.5 | D | 55 | | F |
| Premium | $45,390 | V6 | 3.8 | 184 | 343 | A5 | 2151 | 10.5 | – | 12.8 | 91 | 56 | | F |
| Premium CRDi | $47,490 | L4TD | 2.9 | 136 | 343 | A5 | 2180 | – | – | 8.5 | D | 56 | | F |
| Platinum | $53,990 | V6 | 3.8 | 184 | 343 | A5 | 2180 | 10.5 | – | 8.5 | 91 | 56 | | F |
| Platinum CRDi | $53,990 | L4TD | 2.9 | 136 | 343 | A5 | – | – | – | 8.5 | D | – | | F |

### Sportage — Like a Tucson, only uglier

☑ Shares only a name with its awful predecessor; decently brisk and roomy
☒ Flat seats; not economical; nothing like as quick as Kia's optimistic figures suggest
- **The Pick:** LX is roomy and cheap, but not great to drive. Try Nissan's Dualis before buying

| | Price | Eng type | Eng size | Power | Torque | Trans. | Kerb weight | 0-100 km/h | 0-400 metres | Fuel cons. | RON | Resale % | Issue tested | Drive |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| LX | $24,990 | L4 | 2.0 | 104 | 184 | M5 | 1513 | – | – | 8.0 | 91 | 53 | | F |
| LX | $26,990 | L4 | 2.0 | 104 | 184 | A4 | 1621 | – | 17.2 | 9.2 | 91 | 54 | | F |
| EX AWD | $30,990 | V6 | 2.7 | 129 | 241 | A4 | 1630 | 10.5 | 17.2 | 10.9 | 91 | 53 | | P |
| EX CRDi AWD | $32,490 | L4TD | 2.7 | 103 | 304 | M6 | 1727 | – | 17.2 | 7.1 | D | 54 | | P |
| EX-L AWD | $34,990 | V6 | 2.0 | 129 | 241 | A4 | 1630 | 10.5 | 17.2 | 10.9 | 91 | 53 | | P |
| EX-L CRDi AWD | $35,490 | L4TD | 2.0 | 103 | 304 | M6 | 1727 | – | 17.2 | 7.1 | D | 54 | | P |

### Sorento — Better, but still not quite there...

☑ New Sorento is a much better effort, with a torquey new diesel and six-speed auto
☒ Still a bit too soft and heavy; petrol four has to pull 1814kg!
- **The Pick:** Base diesel – petrol four is underpowered and Platinum overpriced

| | Price | Eng type | Eng size | Power | Torque | Trans. | Kerb weight | 0-100 km/h | 0-400 metres | Fuel cons. | RON | Resale % | Issue tested | Drive |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Si | $36,490 | L4 | 2.4 | 128 | 226 | A6 | 1814 | – | – | 9.2 | 91 | – | | P |
| Si | $39,990 | L4TD | 2.2 | 145 | 422 | M6 | 1929 | – | – | 6.7 | D | – | | P |
| Si | $41,990 | L4TD | 2.2 | 145 | 422 | A6 | 1959 | – | – | 7.4 | D | – | | P |
| SLi | $45,990 | L4TD | 2.2 | 145 | 422 | A6 | 1929 | – | – | 6.7 | D | – | | P |
| Platinum | $47,990 | L4TD | 2.2 | 145 | 422 | A6 | 1959 | – | – | 7.4 | D | – | 02/10 | P |

## Lamborghini

2yr/unlimited
www.lamborghini.com.au

### Gallardo LP560-4 — Leaner, meaner and better than ever

☑ All-new V10 brings extra grunt and thrift; stunningly powerful carbon-ceramic brakes
☒ Power understeer and walky rear-end; E-gear still not perfect by any means
- **The Pick:** Baby bull is best as a hard-top with the manual tranny, but all are rock stars

| | Price | Eng type | Eng size | Power | Torque | Trans. | Kerb weight | 0-100 km/h | 0-400 metres | Fuel cons. | RON | Resale % | Issue tested | Drive |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | $475,000 | V10 | 5.2 | 412 | 540 | M6 | 1500 | 3.7 | – | 14.7 | 98 | – | | A |
| E-gear | $502,204 | V10 | 5.2 | 412 | 540 | S6 | 1500 | 4.1 | 12.1 | 13.7 | 98 | – | 03/09 | A |
| Spyder | $515,000 | V10 | 5.0 | 412 | 540 | M6 | 1550 | 4.0 | – | 15.0 | 98 | – | | A |
| Spyder E-gear | $542,204 | V10 | 5.0 | 412 | 540 | S6 | 1550 | 4.0 | – | – | 98 | – | 05/09 | A |

### Murciélago LP640 — Out of this universe

☑ V12 now revs harder and makes more power; still the most 'super' supercar
☒ Not as user-friendly as Ferrari 599 GTB Fiorano but a great challenge to drive well
- **The Pick:** Stunningly brilliant in any spec, but we'd take a (rare) manual coupe

| | Price | Eng type | Eng size | Power | Torque | Trans. | Kerb weight | 0-100 km/h | 0-400 metres | Fuel cons. | RON | Resale % | Issue tested | Drive |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | $787,240 | V12 | 6.5 | 471 | 660 | M6 | 1665 | 3.4 | – | 21.3 | 95 | 63 | 03/07 | A |
| E-gear | $812,922 | V12 | 6.5 | 471 | 660 | S6 | 1662 | 3.4 | – | 21.3 | 95 | 63 | | A |
| Roadster | $839,434 | V12 | 6.5 | 471 | 660 | M6 | 1690 | 3.4 | – | – | 95 | – | | A |
| Roadster E-gear | $865,116 | V12 | 6.5 | 471 | 660 | S6 | 1687 | 3.4 | – | – | 95 | – | | A |
| SV E-gear | $889,000 | V12 | 6.5 | 493 | 660 | S6 | 1565 | 3.2 | – | – | 95 | – | | A |

| Price | Eng type | Eng size | Power | Torque | Trans. | Kerb weight | 0-100 km/h | 0-400 metres | Fuel cons. | RON | Resale % | Issue tested | Drive |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Recommended Retail Price at time of publication | L=in-line, V=vee, F=flat, R=rotary. Number of cyls or rotors. T=turbo, S=s'charged, D=diesel, H=hybrid | Litres | Kilowatts | Newton metres | M=manual, A=automatic, S=sequential, C=CVT | Kilograms | 0-100km/h acceleration, in secs (*Wheels* tested figures in italics) | 0-400m acceleration, in secs (*Wheels* tested figures in italics) | Fuel consumption in Litres/100km | Recommended octane rating | RedBook predicted resale rating, retained after 3 years | When we drove it | F= Front drive, R=Rear drive, A=All drive, PA=Part-time all drive |

Buy, Sell, Value & Research Cars at carsales.com.au
Australia's No.1 Auto Website

## Land Rover

3yr/100,000km
www.landrover.com.au

### Freelander 2 — Baby of the Range grows up

☑ A soft-roader that doesn't mind hitting the rough stuff; grippy handling; quick steering
☒ Firm ride; bus-like driver position; it can't match an X3 or Q5 for dynamics or refinement
- **The Pick:** Turbo oiler is the one. In fact, it kicks dirt in the faces of X3 and Q5 off-road

| | Price | Eng type | Eng size | Power | Torque | Trans. | Kerb weight | 0-100 km/h | 0-400 metres | Fuel cons. | RON | Resale % | Issue tested | Drive |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| TD4_e | $45,590 | L4TD | 2.2 | 118 | 400 | M6 | – | – | – | 6.7 | D | – | | A |
| Si6 SE | $49,990 | L6 | 3.2 | 171 | 317 | A6 | 1770 | 8.9 | – | 11.2 | 95 | 58 | | A |
| TD4 SE | $52,790 | L4TD | 2.2 | 118 | 400 | A6 | 1780 | 11.2 | – | 8.5 | D | 59 | | A |
| Si6 HSE | $55,990 | L6 | 3.2 | 171 | 317 | A6 | 1770 | 8.9 | – | 11.2 | 95 | 58 | | A |
| TD4 HSE | $58,790 | L4TD | 2.2 | 118 | 400 | A6 | 1780 | *10.4* | *17.3* | 8.5 | D | 57 | 08/09 | A |

### Discovery 4 — Lovely to look at and brilliant off-road

☑ Swish new interior; sharper dynamics; gutsier 3.0 diesel and V8 petrol are both brilliant
☒ She's still heavy and hard to park; 2.7 diesel is slow; V8 petrol is thirsty
- **The Pick:** Disco 4 kills Prado and Patrol for polish and dynamics. New TT diesel is a gem

| | Price | Eng type | Eng size | Power | Torque | Trans. | Kerb weight | 0-100 km/h | 0-400 metres | Fuel cons. | RON | Resale % | Issue tested | Drive |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| TDV6 S | $68,490 | V6TD | 2.7 | 140 | 445 | A6 | 2486 | 12.7 | – | 10.2 | D | 65 | | A |
| TDV6 SE | $75,990 | V6TTD | 3.0 | 180 | 600 | A6 | 2583 | 9.6 | – | 9.3 | D | 63 | | A |
| TDV6 HSE | $86,590 | V6TTD | 3.0 | 180 | 600 | A6 | 2583 | 9.6 | – | 9.3 | D | 60 | | A |
| V8 HSE | $92,990 | V8 | 5.0 | 276 | 510 | A6 | 2583 | 7.9 | – | 14.1 | 95 | 54 | | A |

### Range Rover Sport — A new breed of pimp

☑ Gangster swagger on wheels, now with stronger engines and higher-quality interior
☒ Scary fuel consumption; size and weight count against it
- **The Pick:** 375kW/625Nm Supercharged, if global warming doesn't register on your radar

| | Price | Eng type | Eng size | Power | Torque | Trans. | Kerb weight | 0-100 km/h | 0-400 metres | Fuel cons. | RON | Resale % | Issue tested | Drive |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| TDV6 | $99,900 | V6TTD | 3.0 | 180 | 600 | A6 | 2535 | 9.3 | – | 9.2 | D | – | | A |
| TDV8 | $120,500 | V8TD | 3.6 | 200 | 640 | A6 | 2675 | 9.2 | – | 11.1 | D | – | | A |
| TDV8 Luxury | $135,500 | V8TD | 3.6 | 200 | 640 | A6 | 2675 | 9.2 | – | 11.1 | D | – | | A |
| V8 | $125,900 | V8 | 5.0 | 276 | 510 | A6 | 2489 | 7.6 | – | 13.9 | 95 | – | | A |
| V8 Luxury | $138,900 | V8 | 5.0 | 276 | 510 | A6 | 2489 | 7.6 | – | 13.9 | 95 | – | | A |
| Supercharged | $159,900 | V8S | 5.0 | 375 | 625 | A6 | 2590 | 6.2 | – | 14.9 | 95 | – | | A |

### Range Rover Vogue — The rock star's 4WD

☑ Imposing looks; hard to beat off-road; brilliant interior; superb engines; lush ride quality
☒ Bloody expensive; petrol is thirsty; a little cumbersome around corners
- **The Pick:** Oiler is a real smooth torquer, and suits the Vogue's serene personality

| | Price | Eng type | Eng size | Power | Torque | Trans. | Kerb weight | 0-100 km/h | 0-400 metres | Fuel cons. | RON | Resale % | Issue tested | Drive |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| TDV8 | $153,400 | V8TD | 3.6 | 200 | 640 | A6 | 2717 | 9.2 | – | 11.3 | D | 62 | | A |
| V8 | $158,000 | V8 | 5.0 | 276 | 510 | A6 | 2615 | 7.6 | – | 14.0 | 95 | 61 | | A |
| TDV8 Luxury | $177,700 | V8TD | 3.6 | 200 | 640 | A6 | 2717 | 9.2 | – | 11.3 | D | 61 | | A |
| TDV8 A'biography | $208,900 | V8TD | 3.6 | 200 | 640 | A6 | 2717 | 9.2 | – | 11.3 | D | 61 | | A |
| Supercharged A'bio | $229,500 | V8S | 5.0 | 375 | 625 | A6 | 2744 | 6.2 | – | 14.9 | 95 | 61 | 03/10 | A |

## Lexus

4yr/100,000km
www.lexus.com.au

### IS250 — The best Lexus in 15 years

☑ The first Lexus since 1990s LS400 to challenge class leaders; styling; dynamics
☒ Stiff low-speed ride in Sports; rear packaging flawed; V6 nice, but bettered by BMW sixes
- **The Pick:** A genuine 3 Series rival – base Prestige packs V6 power for 320i money

| | Price | Eng type | Eng size | Power | Torque | Trans. | Kerb weight | 0-100 km/h | 0-400 metres | Fuel cons. | RON | Resale % | Issue tested | Drive |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Prestige | $56,490 | V6 | 2.5 | 153 | 252 | M6 | 1635 | 8.4 | 16.0 | 9.8 | 95 | 59 | | R |
| Prestige | $58,990 | V6 | 2.5 | 153 | 252 | A6 | 1625 | 8.8 | *16.3* | 9.1 | 95 | 58 | 07/06 | R |
| Sports Luxury | $80,990 | V6 | 2.5 | 153 | 252 | A6 | 1625 | 8.8 | *16.3* | 9.1 | 95 | 59 | 01/06 | R |
| IS F | $129,900 | V8 | 5.0 | 311 | 505 | A8 | 1700 | 5.7 | *13.9* | 11.4 | 95 | 53 | 04/09 | R |

### IS250 C — IS drops its lid

☑ Same beaut drivetrain and sweet dynamics as its sedan sister
☒ Ageing interior can't seat four in comfort; not as sharp as IS250 sedan
- **The Pick:** Prestige is good value, undercutting 3 Series Convertible by $20K

| | Price | Eng type | Eng size | Power | Torque | Trans. | Kerb weight | 0-100 km/h | 0-400 metres | Fuel cons. | RON | Resale % | Issue tested | Drive |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Prestige | $79,000 | V6 | 2.5 | 153 | 252 | A6 | 1730 | – | – | 9.3 | 95 | 62 | 09/09 | R |
| Sports | $84,900 | V6 | 2.5 | 153 | 252 | A6 | 1730 | – | – | 9.3 | 95 | 61 | | R |
| Sports Luxury | $99,900 | V6 | 2.5 | 153 | 252 | A6 | 1730 | – | – | 9.3 | 95 | 63 | | R |

### RX — New RX refines the formula it defined

☑ Finally, good dynamics to match RX's quality, refinement and slick drivetrains
☒ It's heavier, with little extra grunt, and the front styling looks awkward
- **The Pick:** 450h is quick, yet sips like a hatchback, but petrols better to drive

| | Price | Eng type | Eng size | Power | Torque | Trans. | Kerb weight | 0-100 km/h | 0-400 metres | Fuel cons. | RON | Resale % | Issue tested | Drive |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 350 Prestige | $82,900 | V6 | 3.5 | 204 | 346 | A6 | 1975 | 8.0 | – | 10.8 | 95 | 56 | 09/09 | A |
| 350 Sports | $89,900 | V6 | 3.5 | 204 | 346 | A6 | 1975 | 8.0 | – | 10.8 | 95 | 56 | 02/10 | A |
| 350 Sports Luxury | $96,900 | V6 | 3.5 | 204 | 346 | A6 | 2085 | 8.0 | – | 10.8 | 95 | 56 | | A |
| 450h Prestige | $89,900 | V6H | 3.5 | 183 | 317 | C | 2115 | 7.9 | – | 6.4 | 95 | 61 | | A |
| 450h Sports | $96,900 | V6H | 3.5 | 183 | 317 | C | 2180 | 7.9 | – | 6.4 | 95 | 61 | | A |
| 450h Sports Luxury | $107,900 | V6H | 3.5 | 183 | 317 | C | 2205 | 7.9 | – | 6.4 | 95 | 61 | 02/10 | A |

### GS — Suave, but lacking involvement

☑ Strong, silent and sophisticated performer; quality interior; slick styling; well-built
☒ Dynamically numb; over-zealous stability control; not roomy for its size; not that quick
- **The Pick:** The entire package feels sterile, but the hybrid drivetrain is brilliant

| | Price | Eng type | Eng size | Power | Torque | Trans. | Kerb weight | 0-100 km/h | 0-400 metres | Fuel cons. | RON | Resale % | Issue tested | Drive |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 300 Sports | $99,900 | V6 | 3.0 | 183 | 310 | A6 | 1620 | 7.2 | – | 9.8 | 95 | 49 | | R |
| 300 Sports Luxury | $111,900 | V6 | 3.0 | 183 | 310 | A6 | 1620 | 7.2 | – | 9.8 | 95 | 48 | | R |
| 450h | $132,500 | V6H | 3.5 | 254 | 368 | C | 1865 | *6.2* | *14.2* | 7.9 | 95 | 51 | 07/06 | R |
| 460 | $143,000 | V8 | 4.6 | 255 | 417 | A8 | 1695 | – | – | – | 95 | 48 | | R |

### SC430 — Strange-looking flip-top coupe

☑ Velvety drivetrain combined with slick folding hardtop and flawless build quality
☒ Sloppy chassis is set up for Florida retirees and packaging is compromised by its roof
- **The Pick:** Forget it. It's old, heavy and outclassed by ze Chermans

| | Price | Eng type | Eng size | Power | Torque | Trans. | Kerb weight | 0-100 km/h | 0-400 metres | Fuel cons. | RON | Resale % | Issue tested | Drive |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | $174,000 | V8 | 4.3 | 210 | 419 | A6 | 1740 | 7.6 | *15.5* | 12.0 | 95 | 52 | 02/02 | R |

### LS — Smooth-sailing flagship

☑ Mind-blowing tech; flawless fit and finish; deathly-quiet cabin; silky eight-speed auto
☒ LS460's poor rear leg room for a car of its stature; doesn't sound like a V8 until pressed
- **The Pick:** 600hL; uninspiring, but a 7 Series with this much kit would cost your first-born

| | Price | Eng type | Eng size | Power | Torque | Trans. | Kerb weight | 0-100 km/h | 0-400 metres | Fuel cons. | RON | Resale % | Issue tested | Drive |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 460 | $201,000 | V8 | 4.6 | 280 | 493 | A8 | 1945 | 5.7 | – | 11.1 | 95 | 52 | 06/07 | R |
| 600hL 4-seater | $252,900 | V8H | 5.0 | 290 | 520 | A8 | 2430 | 6.3 | – | 9.3 | 95 | 55 | | R |
| 600hL 5-seater | $259,900 | V8H | 5.0 | 290 | 520 | A8 | 2375 | 6.3 | – | 9.3 | 95 | 55 | | R |

### LX570 — Taking luxury further off the beaten track

☑ Clever suspension and crawl-control broaden LX's skill set; bigger V8 and six-speed auto
☒ Still truck-like and nowhere near the Euro class leaders; no diesel option
- **The Pick:** Hard to recommend this luxo Landcruiser. It's good off-road but dubious value

| | Price | Eng type | Eng size | Power | Torque | Trans. | Kerb weight | 0-100 km/h | 0-400 metres | Fuel cons. | RON | Resale % | Issue tested | Drive |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Prestige | $145,000 | V8 | 5.7 | 270 | 530 | A6 | 2740 | 7.8 | – | 14.8 | 91 | 54 | | A |
| Sports Luxury | $161,500 | V8 | 5.7 | 270 | 530 | A6 | 2740 | 7.8 | – | 14.8 | 91 | 54 | | A |

## Lotus

2yr/unlimited
www.lotuscars.com.au

### Elise — Fast and fun, but wildly impractical

☑ Cool looks; telepathic steering (at speed); suspension and brakes a joy (at speed)
☒ Cramped and noisy for day-to-day driving; definitely intended as a track-day weapon
- **The Pick:** If you live next to a race track, the SC. If you want peace and quiet, look elsewhere

| | Price | Eng type | Eng size | Power | Torque | Trans. | Kerb weight | 0-100 km/h | 0-400 metres | Fuel cons. | RON | Resale % | Issue tested | Drive |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| S | $69,990 | L4 | 1.8 | 100 | 172 | M6 | 860 | 6.1 | – | 8.3 | 91 | 61 | | R |
| R | $94,990 | L4 | 1.8 | 141 | 181 | M6 | 860 | 5.2 | – | 8.8 | 95 | 61 | | R |
| SC | $104,990 | L4S | 1.8 | 162 | 212 | M6 | 860 | 4.6 | – | 8.5 | 95 | 61 | | R |

### Exige — Hard-top headbanger

☑ Celica engine sounds the goods on cams; supercharger adds genuine pace; handling
☒ Iffy build quality; too frenetic for some; steering heavy for parking; limited rear visibility
- **The Pick:** Cup 260 now packs even more power and offers stunning performance for $140K

| | Price | Eng type | Eng size | Power | Torque | Trans. | Kerb weight | 0-100 km/h | 0-400 metres | Fuel cons. | RON | Resale % | Issue tested | Drive |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Exige S | $114,990 | L4S | 1.8 | 163 | 215 | M6 | 935 | 4.3 | – | 9.1 | 95 | 59 | | R |
| Exige Cup 260 | $139,990 | L4S | 1.8 | 191 | 236 | M6 | 890 | 4.1 | – | – | 95 | 60 | | R |

### Europa — 'Luxury' Lotus misses the mark. By miles

☑ A slightly more liveable proposition; still quick; light weight; sharp handling
☒ Still too cramped to be comfortable, yet the track focus has been lost. What's the point?
- **The Pick:** A bit pointless next to Exige and Elise, really

| | Price | Eng type | Eng size | Power | Torque | Trans. | Kerb weight | 0-100 km/h | 0-400 metres | Fuel cons. | RON | Resale % | Issue tested | Drive |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Europa S | $99,990 | L4T | 2.0 | 147 | 272 | M6 | 995 | 5.8 | – | 7.4 | 95 | 61 | | R |

### Evora — A slick, worthy flagship

☑ Looks exotic, and makes most $160K cars seem overweight
☒ We haven't driven one in Oz yet, but our UK first-drive showed promise
- **The Pick:** Drives well, but $160K is Cayman S or second-hand 997 911 money...

| | Price | Eng type | Eng size | Power | Torque | Trans. | Kerb weight | 0-100 km/h | 0-400 metres | Fuel cons. | RON | Resale % | Issue tested | Drive |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 3.5 | $149,990 | V6 | 3.5 | 206 | 342 | M6 | 1350 | 5.0 | – | – | 95 | – | 07/09 | R |
| 3.5 (2+2) | $156,990 | V6 | 3.5 | 206 | 342 | M6 | 1350 | 5.0 | – | – | 95 | – | | R |

## Maserati

3yr/unlimited
www.maserati.com.au

### GranTurismo — The name says it all

☑ Supremely capable grand tourer; useful rear-seat; oozes style and character
☒ Base version lacks dynamic resolve beyond eight-tenths and needs more grunt
- **The Pick:** Italian-supermodel flair in both spec, but the S has a soundtrack to die (or kill) for

| | Price | Eng type | Eng size | Power | Torque | Trans. | Kerb weight | 0-100 km/h | 0-400 metres | Fuel cons. | RON | Resale % | Issue tested | Drive |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | $298,800 | V8 | 4.2 | 298 | 460 | A6 | 1880 | 5.2 | – | 14.3 | 95 | 66 | | R |
| S | $328,500 | V8 | 4.7 | 323 | 490 | S6 | 1880 | 4.9 | – | 16.6 | 95 | – | 07/08 | R |

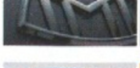
### Quattroporte — Beautifully crafted

☑ Standout style; sweet and responsive drivetrain; fabulous engine note; nimble handling
☒ Sub-standard ride quality; 4.2 V8 lacks low-end torque
- **The Pick:** Both are as slick as Silvio Berlusconi, but the 4.7-litre S is worth the extra

| | Price | Eng type | Eng size | Power | Torque | Trans. | Kerb weight | 0-100 km/h | 0-400 metres | Fuel cons. | RON | Resale % | Issue tested | Drive |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | $296,000 | V8 | 4.2 | 294 | 460 | A6 | 1990 | 5.6 | – | 14.7 | 95 | – | 05/07 | R |
| S | $323,800 | V8 | 4.7 | 317 | 460 | A6 | 1990 | 5.4 | – | 15.7 | 95 | – | | R |
| GT-S | $338,900 | V8 | 4.7 | 323 | 490 | A6 | 1990 | 5.1 | – | 15.7 | 95 | – | | R |

## Maybach

3yr/unlimited
www.daimlerchrysler.com.au



### Maybach — S-Class for sultans

☑ Gargantuan size says volumes about your monetary worth, and it's built to perfection ...
☒ ... but that doesn't mean it's tasteful. In fact, it's gauche and pretty irrelevant
- **The Pick:** If you're Donald Trump, the 57 S; if you're someone with taste, a Rolls-Royce

| | Price | Eng type | Eng size | Power | Torque | Trans. | Kerb weight | 0-100 km/h | 0-400 metres | Fuel cons. | RON | Resale % | Issue tested | Drive |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 57 | $945,000 | V12TT | 5.5 | 405 | 900 | A5 | – | 5.2 | – | 16.0 | | 42 | | R |
| 57 S | $1,050,000 | V12TT | 6.0 | 450 | 1000 | A5 | – | 5.0 | – | 16.0 | | 39 | | R |
| 62 | $1,150,000 | V12TT | 5.5 | 405 | 900 | A5 | – | 5.2 | – | 16.0 | | 37 | | R |

NEW ARRIVALS
New models for the month highlighted

# Showroom

## Mazda

3yr/unlimited
www.mazda.com.au

### 2 New baby brings sexy back. Great drive, too

☑ Slick styling; fantastic handling; ESP available across the range; upgraded tyres on Neo
☒ Ride quality is too firm and restless; swoopy styling compromises space and practicality
- **The Pick:** As petite and lithe as Kylie Minogue, and great value in Neo form

| | Price | Eng type | Eng size | Power | Torque | Trans. | Kerb weight | 0-100 km/h | 0-400 metres | Fuel cons. | RON | Resale % | Issue tested | Drive |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Neo 3dr | $16,030 | L4 | 1.5 | 76 | 137 | M5 | 1002 | – | – | 6.4 | 91 | 65 | | F |
| Neo 3dr | $17,620 | L4 | 1.5 | 76 | 137 | A4 | 1023 | – | – | 6.8 | 91 | 64 | | F |
| Maxx 3dr | $18,140 | L4 | 1.5 | 76 | 137 | M5 | 1003 | – | – | 6.4 | 91 | 66 | | F |
| Maxx 3dr | $19,730 | L4 | 1.5 | 76 | 137 | A4 | 1024 | – | – | 6.8 | 91 | 66 | | F |
| Neo | $17,005 | L4 | 1.5 | 76 | 137 | M5 | 1004 | 10.5 | 17.4 | 6.4 | 91 | 67 | 03/09 | F |
| Neo | $18,595 | L4 | 1.5 | 76 | 137 | A4 | 1025 | – | – | 6.8 | 91 | 66 | | F |
| Maxx | $19,115 | L4 | 1.5 | 76 | 137 | M5 | 1012 | – | – | 6.4 | 91 | 68 | | F |
| Maxx | $20,705 | L4 | 1.5 | 76 | 137 | A4 | 1033 | – | – | 6.8 | 91 | 67 | | F |
| Genki | $21,295 | L4 | 1.5 | 76 | 137 | M5 | 1022 | – | – | 6.4 | 91 | 68 | | F |
| Genki | $22,885 | L4 | 1.5 | 76 | 137 | A4 | 1043 | 11.4 | 18.1 | 6.8 | 91 | 67 | 11/07 | F |

### 3 The dynamic-star mum's car

☑ Wide-grinning new 3 is still the one for steering and handling; great value and quality
☒ NVH is improved, but still can't match VW Golf's benchmark; some hard interior plastics
- **The Pick:** A talented, deservedly popular all-rounder. Neo undercuts base Golf by $4K

| | Price | Eng type | Eng size | Power | Torque | Trans. | Kerb weight | 0-100 km/h | 0-400 metres | Fuel cons. | RON | Resale % | Issue tested | Drive |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Neo sedan | $21,330 | L4 | 2.0 | 108 | 182 | M6 | 1263 | – | – | 7.9 | 91 | 65 | 02/10 | F |
| Neo sedan | $23,330 | L4 | 2.0 | 108 | 182 | A5 | 1290 | – | – | 8.2 | 91 | 65 | | F |
| Neo hatch | $21,330 | L4 | 2.0 | 108 | 182 | M6 | 1280 | – | – | 7.9 | 91 | 65 | | F |
| Neo hatch | $23,330 | L4 | 2.0 | 108 | 182 | A5 | 1303 | – | – | 8.2 | 91 | 65 | | F |
| Maxx sedan | $24,240 | L4 | 2.0 | 108 | 182 | M5 | 1265 | – | – | 7.9 | 91 | 65 | | F |
| Maxx sedan | $26,240 | L4 | 2.0 | 108 | 182 | A5 | 1292 | – | – | 8.2 | 91 | 65 | | F |
| Maxx hatch | $24,240 | L4 | 2.0 | 108 | 182 | M6 | 1282 | – | – | 7.9 | 91 | 65 | | F |
| Maxx hatch | $26,240 | L4 | 2.0 | 108 | 182 | A5 | 1305 | 9.8 | 17.0 | 8.2 | 91 | 65 | 02/10 | F |
| Maxx Sport sedan | $26,845 | L4 | 2.0 | 108 | 182 | M6 | 1278 | – | – | 7.9 | 91 | 65 | | F |
| Maxx Sport sedan | $28,845 | L4 | 2.0 | 108 | 182 | A5 | 1305 | – | – | 8.2 | 91 | 65 | | F |
| Maxx Sport hatch | $26,845 | L4 | 2.0 | 108 | 182 | M6 | 1294 | – | – | 7.9 | 91 | 65 | | F |
| Maxx Sport hatch | $28,845 | L4 | 2.0 | 108 | 182 | A5 | 1317 | – | – | 8.2 | 91 | 65 | | F |
| MZR-CD sedan | $29,715 | L4TD | 2.2 | 110 | 360 | M6 | 1438 | – | – | 5.7 | D | – | 02/10 | F |
| MZR-CD hatch | $29,715 | L4TD | 2.2 | 110 | 360 | M6 | 1456 | – | – | 5.7 | D | – | | F |
| SP25 sedan | $29,740 | L4 | 2.5 | 122 | 227 | M6 | 1338 | – | – | 8.6 | 91 | 65 | | F |
| SP25 sedan | $31,920 | L4 | 2.5 | 122 | 227 | A5 | 1374 | – | – | 8.6 | 91 | 65 | | F |
| SP25 hatch | $29,740 | L4 | 2.5 | 122 | 227 | M6 | 1342 | – | – | 8.6 | 91 | 65 | 02/10 | F |
| SP25 hatch | $31,920 | L4 | 2.5 | 122 | 227 | A5 | 1379 | – | – | 8.6 | 91 | 65 | | F |
| SP25 Luxury sedan | $32,060 | L4 | 2.5 | 122 | 227 | M6 | 1338 | – | – | 8.6 | 91 | 65 | | F |
| SP25 Luxury sedan | $34,240 | L4 | 2.5 | 122 | 227 | A5 | 1374 | – | – | 8.6 | 91 | 65 | | F |
| SP25 Luxury hatch | $32,060 | L4 | 2.5 | 122 | 227 | M6 | 1342 | 7.9 | 15.7 | 8.6 | 91 | 65 | 06/09 | F |
| SP25 Luxury hatch | $34,240 | L4 | 2.5 | 122 | 227 | A5 | 1379 | – | – | 8.6 | 91 | 65 | | F |
| MPS hatch | $38,435 | L4T | 2.3 | 190 | 380 | M6 | 1456 | 6.1 | – | 9.9 | 91 | 67 | 02/10 | F |
| MPS Luxury hatch | $41,915 | L4T | 2.3 | 190 | 380 | M6 | 1470 | 6.1 | – | 9.9 | 91 | 67 | | F |

### 6 Gunning for Euro mid-sizers

☑ Strikes an impressive balance of sensible family transport and driver's car
☒ Its dynamic ability comes at a cost to ride quality, and road noise is still below par
- **The Pick:** A Luxury Sports manual with Bose audio, ideally. But you can't go wrong

| | Price | Eng type | Eng size | Power | Torque | Trans. | Kerb weight | 0-100 km/h | 0-400 metres | Fuel cons. | RON | Resale % | Issue tested | Drive |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Limited sedan | $28,245 | L4 | 2.5 | 125 | 226 | M6 | 1407 | 8.0 | – | 8.4 | 91 | 65 | | F |
| Limited sedan | $30,175 | L4 | 2.5 | 125 | 226 | A5 | 1431 | 9.2 | – | 8.7 | 91 | 66 | | F |
| Classic sedan | $32,435 | L4 | 2.5 | 125 | 226 | M6 | 1417 | 8.0 | – | 8.4 | 91 | 61 | | F |
| Classic sedan | $34,365 | L4 | 2.5 | 125 | 226 | A5 | 1441 | 9.2 | 16.8 | 8.7 | 91 | 61 | 06/08 | F |
| Classic hatchback | $33,400 | L4 | 2.5 | 125 | 226 | M6 | n/a | 8.0 | – | 8.6 | 91 | 63 | | F |
| Classic hatchback | $35,330 | L4 | 2.5 | 125 | 226 | A5 | 1506 | 9.2 | – | 8.8 | 91 | 61 | | F |
| Classic wagon | $35,615 | L4 | 2.5 | 125 | 226 | A5 | 1507 | 9.2 | – | 8.9 | 91 | 61 | | F |
| Diesel Classic wagon | $36,780 | L4TD | 2.2 | 136 | 400 | M6 | 1620 | 8.5 | – | 6.0 | D | 60 | | F |
| Luxury sedan | $41,560 | L4 | 2.5 | 125 | 226 | A5 | 1469 | 9.4 | 16.7 | 8.7 | 91 | 60 | 09/08 | F |
| Luxury hatchback | $42,525 | L4 | 2.5 | 125 | 226 | A5 | 1513 | 9.4 | – | 8.8 | 91 | 63 | | F |
| Luxury Sports hatch | $42,075 | L4 | 2.5 | 125 | 226 | M6 | 1513 | 8.0 | – | 8.8 | 91 | 60 | | F |
| Luxury Sports hatch | $44,005 | L4 | 2.5 | 125 | 226 | A5 | 1513 | 9.4 | – | 8.8 | 91 | 63 | 03/08 | F |
| Diesel Sports hatch | $43,430 | L4TD | 2.2 | 136 | 400 | M6 | 1637 | 8.5 | – | 5.9 | D | 60 | | F |

### MX-5 Winners are grinners – it was our 2005 COTY

☑ Lovable new face; engine is keen and rorty; absolutely sublime chassis and steering
☒ Body a tad loose with the roof down; soft-top's loud cabin with roof up; no spare wheel
- **The Pick:** Base model true to MX-5's pure ethos; folding hardtop RC is more liveable

| | Price | Eng type | Eng size | Power | Torque | Trans. | Kerb weight | 0-100 km/h | 0-400 metres | Fuel cons. | RON | Resale % | Issue tested | Drive |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Touring | $44,265 | L4 | 2.0 | 118 | 188 | M6 | 1129 | 7.6 | – | 8.1 | 95 | 59 | 05/09 | R |
| Roadster Coupe | $47,200 | L4 | 2.0 | 118 | 188 | M6 | 1167 | 7.6 | – | 8.1 | 95 | 65 | | R |
| Roadster Coupe | $49,325 | L4 | 2.0 | 118 | 188 | A6 | 1177 | 7.8 | – | 8.1 | 95 | 62 | | R |
| R'ster Coupe Sports | $49,805 | L4 | 2.0 | 118 | 188 | M6 | 1167 | 7.6 | – | 8.1 | 95 | 65 | | R |
| R'ster Coupe Sports | $51,930 | L4 | 2.0 | 118 | 188 | A6 | 1177 | 7.8 | – | 8.1 | 95 | 62 | | R |

### RX-8 Our 2003 COTY cops a facelift

☑ Wonderful rotary smoothness; steering, ride and handling all superb; unique interior
☒ Rotary is relatively thirsty and lacks low- and mid-range torque; not a hardcore bruiser
- **The Pick:** GT packs superb Bilstein suspension and extra kit for just $2K above base

| | Price | Eng type | Eng size | Power | Torque | Trans. | Kerb weight | 0-100 km/h | 0-400 metres | Fuel cons. | RON | Resale % | Issue tested | Drive |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Luxury | $55,715 | R2 | 1.3 | 170 | 211 | M6 | 1402 | 6.2 | – | 12.9 | 95 | 62 | | R |
| Luxury | $57,394 | R2 | 1.3 | 158 | 211 | A6 | 1412 | | – | 12.1 | 95 | 63 | | R |
| GT | $57,778 | R2 | 1.3 | 170 | 211 | M6 | 1379 | 7.3 | 15.2 | 12.9 | 95 | 63 | 11/08 | R |

### CX-7 A new dynamic benchmark for compact SUVs

☑ Freshly facelifted; pacey turbo 2.3; intelligent auto; outstanding dynamics for an SUV
☒ Terse low-speed ride; no full-size spare; turbo engine's thirst; compromised packaging
- **The Pick:** The lighter, cheaper front-drive model with atmo 2.3-litre is the best CX-7

| | Price | Eng type | Eng size | Power | Torque | Trans. | Kerb weight | 0-100 km/h | 0-400 metres | Fuel cons. | RON | Resale % | Issue tested | Drive |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Classic | $33,990 | L4 | 2.5 | 120 | 205 | A5 | 1589 | – | – | 9.4 | 91 | – | 09/09 | F |
| Classic Sports | $38,990 | L4T | 2.3 | 175 | 350 | A6 | 1754 | 8.4 | 15.9 | 11.5 | 95 | 68 | 12/06 | A |
| Diesel Sports | $43,640 | L4TD | 2.2 | 127 | 400 | M6 | 1928 | – | – | 7.6 | D | – | | A |
| Luxury Sports | $45,990 | L4T | 2.3 | 175 | 350 | A6 | 1780 | 9.0 | 16.5 | 11.5 | 95 | 68 | 05/07 | A |

### CX-9 Seven-seat SUV brings extra room to zoom

☑ Disciplined handling; stacks of space, even in third row; silken drivetrain; now cheaper
☒ Sharp edged imperfections jar through firm suspension rates and low profile rubber
- **The Pick:** No $40K model like Territory or Kluger, but Classic is still reasonable value

| | Price | Eng type | Eng size | Power | Torque | Trans. | Kerb weight | 0-100 km/h | 0-400 metres | Fuel cons. | RON | Resale % | Issue tested | Drive |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Classic | $49,990 | V6 | 3.7 | 204 | 366 | A6 | 2041 | 8.5 | – | 12.2 | 91 | – | | A |
| Luxury | $56,990 | V6 | 3.7 | 204 | 366 | A6 | 2080 | 8.5 | 16.2 | 12.2 | 91 | – | 04/08 | A |
| Grand Touring | $63,186 | V6 | 3.7 | 204 | 366 | A6 | 2080 | 8.5 | – | 12.2 | 91 | – | | A |

## E COMES DOWN

It's time to don your Aircap and Airscarf and drop the lid on Mercedes' new CLK ... sorry, E-Class Cabriolet. The Airscarf feature has been improved, with a nozzle below each front passenger's head restraint now oscillating upwards and downwards to fan warm air over grateful necks. Aircap consists of a net in the windscreen frame, which automatically extends six centimetres to reduce interior turbulence, and remains in place even at the E's 250km/h top speed.

## Mercedes-Benz

3yr/unlimited
www.mercedes-benz.com.au

### A-Class It's safe, but so is celibacy

☑ Clever packaging and luggage versatility; impressive safety; slick styling; eager engines
☒ Rough roads shatter any semblance of poise; vague steering; stark Classic cabins
- **The Pick:** A200 Turbo, but the A-Class doesn't really excel at anything. We'd suggest a Golf

| | Price | Eng type | Eng size | Power | Torque | Trans. | Kerb weight | 0-100 km/h | 0-400 metres | Fuel cons. | RON | Resale % | Issue tested | Drive |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| A170 3dr | $35,500 | L4 | 1.7 | 85 | 155 | M5 | 1210 | 10.9 | – | 6.9 | 95 | 55 | | F |
| A170 3dr | $39,100 | L4 | 1.7 | 85 | 155 | C | 1210 | 11.5 | – | 7.1 | 95 | 56 | | F |
| A170 5dr | $37,900 | L4 | 1.7 | 85 | 155 | M5 | 1240 | 10.9 | – | 6.9 | 95 | 56 | | F |
| A170 5dr | $41,500 | L4 | 1.7 | 85 | 155 | C | 1240 | 11.5 | – | 7.1 | 95 | 56 | | F |
| A170 Elegance 3dr | $40,700 | L4 | 1.7 | 85 | 155 | M5 | 1210 | 10.9 | – | 6.9 | 95 | 56 | | F |
| A170 Elegance 3dr | $44,300 | L4 | 1.7 | 85 | 155 | C | 1210 | 11.0 | 17.9 | 7.1 | 95 | 56 | 09/05 | F |
| A170 Elegance 5dr | $43,100 | L4 | 1.7 | 85 | 155 | M5 | 1240 | 10.9 | – | 6.9 | 95 | 56 | | F |
| A170 Elegance 5dr | $46,700 | L4 | 1.7 | 85 | 155 | C | 1240 | 11.5 | – | 7.1 | 95 | 56 | | F |
| A170 A'garde 3dr | $40,700 | L4 | 1.7 | 85 | 155 | M5 | 1210 | 10.9 | – | 6.9 | 95 | 56 | | F |
| A170 A'garde 3dr | $44,300 | L4 | 1.7 | 85 | 155 | C | 1210 | 11.5 | – | 7.1 | 95 | 56 | | F |
| A170 A'garde 5dr | $43,100 | L4 | 1.7 | 85 | 155 | M5 | 1240 | 10.9 | – | 6.9 | 95 | 56 | | F |
| A170 A'garde 5dr | $46,700 | L4 | 1.7 | 85 | 155 | C | 1240 | 11.5 | – | 7.1 | 95 | 56 | | F |
| A180 CDI 5dr | $39,900 | L4TD | 2.0 | 80 | 250 | M5 | 1345 | 10.8 | – | 5.2 | D | 61 | | F |
| A180 CDI 5dr | $43,500 | L4TD | 2.0 | 80 | 250 | C | 1345 | – | – | – | D | 61 | | F |
| A180 CDI E'gnce 5dr | $45,100 | L4TD | 2.0 | 80 | 250 | M5 | 1345 | 10.8 | – | 5.2 | D | 61 | | F |
| A180 CDI E'gnce 5dr | $48,700 | L4TD | 2.0 | 80 | 250 | C | 1345 | – | – | – | D | 61 | | F |
| A180 CDI A'grde 5dr | $45,100 | L4TD | 2.0 | 80 | 250 | M5 | 1345 | 10.8 | – | 5.2 | D | 61 | | F |

Recommended Retail Price at time of publication
L=in-line, V=vee, F=flat, R=rotary. Number of cyls or rotors. T=turbo, S=s'charged, D=diesel, H=hybrid
Litres
Kilowatts
Newton metres
M=manual, A=automatic, S=sequential, C=CVT
Kilograms
0-100km/h acceleration, in secs (*Wheels* tested figures in italics)
0-400m acceleration, in secs (*Wheels* tested figures in italics)
Fuel consumption in Litres/100km
Recommended octane rating
RedBook predicted resale rating, retained after 3 years
When we drove it
F=Front drive, R=Rear drive, A=All drive, PA=Part-time all drive

Buy, Sell, Value & Research Cars at carsales.com.au
Australia's No.1 Auto Website

| | Price | Eng type | Eng size | Power | Torque | Trans. | Kerb weight | 0-100 km/h | 0-400 metres | Fuel cons. | RON | Resale % | Issue tested | Drive |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| A180 CDI A'grde 5dr | $48,700 | L4TD | 2.0 | 80 | 250 | C | 1345 | – | – | – | D | 61 | | F |
| A200 Elegance 3dr | $43,400 | L4 | 2.0 | 100 | 185 | M5 | 1240 | 9.8 | – | 7.4 | 98 | 57 | | F |
| A200 Elegance 3dr | $45,900 | L4 | 2.0 | 100 | 185 | C | 1240 | 9.9 | – | 7.4 | 98 | 57 | | F |
| A200 Elegance 5dr | $45,400 | L4 | 2.0 | 100 | 185 | M5 | 1270 | 9.8 | – | 7.4 | 98 | 57 | | F |
| A200 Elegance 5dr | $47,900 | L4 | 2.0 | 100 | 185 | C | 1270 | 9.9 | – | 7.4 | 98 | 57 | | F |
| A200 A'garde 3dr | $43,400 | L4 | 2.0 | 100 | 185 | M5 | 1240 | 9.8 | – | 7.4 | 98 | 57 | | F |
| A200 A'garde 3dr | $45,900 | L4 | 2.0 | 100 | 185 | C | 1240 | 9.9 | – | 7.4 | 98 | 57 | | F |
| A200 A'garde 5dr | $45,400 | L4 | 2.0 | 100 | 185 | M5 | 1270 | 9.8 | – | 7.4 | 98 | 57 | | F |
| A200 A'garde 5dr | $47,900 | L4 | 2.0 | 100 | 185 | C | 1270 | 9.9 | – | 7.4 | 98 | 57 | | F |
| A200 Turbo E'gance | $47,000 | L4T | 2.0 | 142 | 280 | M6 | 1275 | 7.5 | – | 8.2 | 98 | 58 | | F |
| A200 Turbo E'gance | $49,500 | L4T | 2.0 | 142 | 280 | C | 1275 | 7.3 | – | 8.1 | 98 | 58 | | F |
| A200 Turbo A'garde | $47,000 | L4T | 2.0 | 142 | 280 | M6 | 1275 | 7.5 | – | 8.2 | 98 | 58 | | F |
| A200 Turbo A'garde | $49,500 | L4T | 2.0 | 142 | 280 | C | 1275 | 7.3 | – | 8.1 | 98 | 58 | | F |

**B-Class** Like an A-Class, but with rear leg room

☑ More room than A-Class; gutsy turbo and CDI; excellent packaging; progressive styling
☒ Flawed CVT auto; ride quality is under-damped and harsh (as in A-Class); invasive ESP
- **The Pick:** See above – it's an A-Class for people with longer legs

| | Price | Eng type | Eng size | Power | Torque | Trans. | Kerb weight | 0-100 km/h | 0-400 metres | Fuel cons. | RON | Resale % | Issue tested | Drive |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| B180 CDI 5dr | $46,200 | L4TD | 2.0 | 80 | 250 | M6 | 1435 | 11.3 | – | 5.8 | D | 59 | | F |
| B180 CDI 5dr | $50,360 | L4TD | 2.0 | 80 | 250 | C | 1435 | 11.8 | – | 6.2 | D | 59 | | F |
| B200 5dr | $46,200 | L4 | 2.0 | 100 | 185 | M5 | 1345 | 10.2 | – | 7.4 | 98 | 62 | | F |
| B200 5dr | $50,360 | L4 | 2.0 | 100 | 185 | C | 1345 | 10.2 | – | 7.4 | 98 | 62 | | F |
| B200 Turbo 5dr | $49,550 | L4T | 2.0 | 142 | 280 | M6 | 1370 | 7.6 | – | 8.2 | 98 | 62 | | F |
| B200 Turbo 5dr | $52,800 | L4T | 2.0 | 142 | 280 | C | 1370 | 7.6 | – | 8.1 | 98 | 62 | | F |

**CLC-Class** Compact coupe now with keen dynamics, pricing

☑ Sharp, precise 'Direct-Steer' system; keen dynamics; cheaper than its predecessor
☒ Underneath the gloss, it's still an old car; cheap interior plastics; constricted rear view
- **The Pick:** Better than A- or B-Class, but BMW's 1 Series is better again

| | Price | Eng type | Eng size | Power | Torque | Trans. | Kerb weight | 0-100 km/h | 0-400 metres | Fuel cons. | RON | Resale % | Issue tested | Drive |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| CLC200K | $49,900 | L4S | 1.8 | 135 | 250 | M6 | 1460 | 8.7 | – | – | 98 | 59 | | R |
| CLC200K | $49,900 | L4S | 1.8 | 135 | 250 | A5 | 1460 | 8.7 | – | – | 98 | 59 | | R |
| CLC200K Evolution | $53,900 | L4S | 1.8 | 135 | 250 | M6 | 1460 | 8.7 | – | – | 98 | 59 | | R |
| CLC200K Evolution | $53,900 | L4S | 1.8 | 135 | 250 | A5 | 1460 | 8.7 | – | – | 98 | 59 | | R |
| CLC200K Evolution+ | $58,988 | L4S | 1.8 | 135 | 250 | M6 | 1460 | 8.7 | – | – | 98 | 59 | | R |
| CLC200K Evolution+ | $58,988 | L4S | 1.8 | 135 | 250 | A5 | 1460 | 8.7 | – | – | 98 | 59 | | R |

**C-Class** Our 2007 Car of the Year

☑ Creamy drivetrains; sharp dynamics; supple ride; pleasingly up-market interior
☒ Petrol six lacks low-down torque – why no 3.5 V6? Blown four sounds pedestrian
- **The Pick:** AMG C63 is a bona fide weapon; supercharged and oiler fours great all-rounders

| | Price | Eng type | Eng size | Power | Torque | Trans. | Kerb weight | 0-100 km/h | 0-400 metres | Fuel cons. | RON | Resale % | Issue tested | Drive |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| C200K Classic | $57,090 | L4S | 1.8 | 135 | 250 | M6 | 1490 | 8.8 | – | 7.9 | 95 | 62 | | R |
| C200K Classic | $57,090 | L4S | 1.8 | 135 | 250 | A5 | 1490 | *8.5* | *16.1* | 8.4 | 95 | 67 | 08/08 | R |
| C200K Sports | $59,900 | L4S | 1.8 | 135 | 250 | A5 | 1490 | 8.8 | – | 8.4 | 95 | 67 | | R |
| C200K Elegance | $60,818 | L4S | 1.8 | 135 | 250 | M6 | 1490 | 8.8 | – | 7.9 | 95 | 63 | | R |
| C200K Elegance | $60,818 | L4S | 1.8 | 135 | 250 | A5 | 1490 | 8.8 | – | 8.4 | 95 | 68 | | R |
| C200K Avantgarde | $63,157 | L4S | 1.8 | 135 | 250 | M6 | 1490 | 8.8 | – | 7.9 | 95 | 62 | | R |
| C200K Avantgarde | $63,157 | L4S | 1.8 | 135 | 250 | A5 | 1490 | 8.8 | – | 8.4 | 95 | 67 | | R |
| C220 CDI Classic | $61,530 | L4TD | 2.1 | 125 | 400 | A5 | 1585 | 8.4 | – | 6.7 | D | 70 | | R |
| C220 CDi Sports | $62,700 | L4TD | 2.1 | 125 | 400 | A5 | 1585 | 8.4 | – | 6.7 | D | 70 | | R |
| C220 CDI Elegance | $65,258 | L4TD | 2.1 | 125 | 400 | A5 | 1585 | 8.4 | – | 6.7 | D | 70 | | R |
| C220 CDI A'garde | $67,597 | L4TD | 2.1 | 125 | 400 | A5 | 1585 | 8.4 | – | 6.7 | D | 70 | | R |
| C300 Elegance | $87,694 | V6 | 3.0 | 170 | 300 | A7 | 1555 | 7.2 | – | 9.6 | 95 | 62 | | R |
| C300 Avantgarde | $87,694 | V6 | 3.0 | 170 | 300 | A7 | 1555 | *7.8* | *15.5* | 9.6 | 95 | 62 | 0/07 | R |
| C320 CDI Elegance | $95,956 | V6TD | 3.0 | 165 | 510 | A7 | 1700 | 7.7 | – | 7.4 | D | 62 | | R |
| C320 CDI A'garde | $95,956 | V6TD | 3.0 | 165 | 510 | A7 | 1700 | 7.7 | – | 7.4 | D | 62 | | R |
| C63 AMG | $144,365 | V8 | 6.2 | 336 | 600 | A7 | 1730 | *4.8* | *13.0* | 13.5 | 98 | 59 | 05/08 | R |
| C200K Classic Est | $58,978 | L4S | 1.8 | 135 | 250 | A5 | 1630 | 8.9 | – | 8.3 | 95 | 64 | | R |
| C200K Elegance Est | $62,606 | L4S | 1.8 | 135 | 250 | A5 | 1630 | 8.9 | – | 8.3 | 95 | 64 | | R |
| C200K A'garde Est | $65,045 | L4S | 1.8 | 135 | 250 | A5 | 1630 | 8.9 | – | 8.3 | 95 | 64 | | R |
| C220 CDI Classic Est | $63,437 | L4TD | 2.1 | 125 | 400 | A5 | 1630 | 8.9 | – | 6.8 | D | 64 | | R |
| C220 CDI E'gnce Est | $67,165 | L4TD | 2.1 | 125 | 400 | A5 | 1630 | 8.9 | – | 6.8 | D | 64 | | R |
| C220 CDI A'grde Est | $69,504 | L4TD | 2.1 | 125 | 400 | A5 | 1630 | 8.9 | – | 6.8 | D | 64 | | R |
| C63 AMG Estate | $146,271 | V8 | 6.2 | 336 | 600 | A7 | 1630 | 4.6 | – | 13.7 | 98 | 59 | | R |

**E-Class** Still the default-setting Mercedes

☑ Brilliant new DI donks; sharper styling; higher quality cabin; storming E63 has arrived
☒ Foot-operated park brake still annoying; slightly fussy rear-end
- **The Pick:** As German as Beck's. High-tech turbo fours eclipse older petrol V6 and V8

| | Price | Eng type | Eng size | Power | Torque | Trans. | Kerb weight | 0-100 km/h | 0-400 metres | Fuel cons. | RON | Resale % | Issue tested | Drive |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| E220 CDI | $80,900 | L4TD | 2.1 | 125 | 400 | A5 | 1735 | 8.1 | – | 6.1 | D | – | 02/10 | R |
| E250 CGI | $93,000 | L4T | 1.8 | 150 | 310 | A5 | 1650 | 7.7 | – | 7.3 | 95 | – | 02/10 | R |
| E250 CDI | $96,900 | L4TD | 2.1 | 150 | 500 | A5 | 1735 | 7.7 | – | 5.3 | D | – | | R |
| E350 | $128,900 | V6 | 3.5 | 200 | 350 | A7 | 1735 | *7.2* | *15.0* | 9.4 | 95 | – | 10/09 | R |
| E350 CDI | $131,900 | V6TD | 3.0 | 170 | 540 | A7 | 1825 | 6.8 | – | 6.9 | D | – | 02/10 | R |
| E500 | $178,900 | V8 | 5.5 | 285 | 530 | A7 | 1830 | 5.2 | – | 11.0 | 95 | – | | R |
| E63 AMG | $234,900 | V8 | 6.2 | 386 | 630 | S7 | – | 4.5 | – | 12.6 | 98 | – | 02/10 | R |

**E-Class Coupe** New-gen CLK by another name

☑ Pillarless coupe sexes up new E; weighs less than sedan, and E350/E500 are cheaper
☒ Built for touring, not apex hunting; manual transmission availability would be nice
- **The Pick:** All are sophisticated grand tourers, but the lush V8 suits its character best

| | Price | Eng type | Eng size | Power | Torque | Trans. | Kerb weight | 0-100 km/h | 0-400 metres | Fuel cons. | RON | Resale % | Issue tested | Drive |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| E250 CDI | $97,500 | L4TD | 2.1 | 150 | 500 | A5 | 1695 | 7.7 | – | 5.3 | D | – | 02/10 | R |
| E350 | $127,500 | V6 | 3.5 | 200 | 350 | A7 | 1695 | 6.3 | – | 9.5 | 95 | – | 02/10 | R |
| E500 | $174,500 | V8 | 5.5 | 285 | 530 | A7 | 1695 | 5.4 | – | 11.0 | 95 | – | 02/10 | R |

**CLK** Pillarless elegance, surprising practicality

☑ Elegant coupe version of C/E-Class; decent dynamics; cabin; hardcore Black Series
☒ 3 Series Coupe is a sharper drive and E-Class Coupe is much newer ... and better
- **The Pick:** Two words: Black Series

| | Price | Eng type | Eng size | Power | Torque | Trans. | Kerb weight | 0-100 km/h | 0-400 metres | Fuel cons. | RON | Resale % | Issue tested | Drive |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| CLK200K Elegance | $88,859 | L4S | 1.8 | 120 | 240 | A5 | 1540 | 9.9 | – | 9.1 | 98 | 64 | | R |
| CLK280 Elegance | $99,452 | V6 | 3.0 | 170 | 300 | A7 | 1580 | 7.4 | – | 9.5 | 95 | 64 | | R |
| CLK280 Egnce Cab' | $114,282 | V6 | 3.0 | 170 | 300 | A7 | 1580 | 7.4 | – | 9.6 | 95 | 67 | | R |
| CLK350 Elegance | $125,086 | V6 | 3.5 | 200 | 350 | A7 | 1615 | 6.4 | – | 10.2 | 95 | 62 | | R |
| CLK350 Egnce Cab' | $139,916 | V6 | 3.5 | 200 | 350 | A7 | 1735 | – | – | 10.2 | 95 | 62 | | R |
| CLK500 Elegance | $155,805 | V8 | 5.5 | 285 | 530 | A7 | 1660 | – | – | 11.4 | 95 | 64 | | R |
| CLK500 Egnce Cab' | $170,634 | V8 | 5.5 | 285 | 530 | A7 | 1785 | 6.1 | – | 11.5 | 95 | 65 | | R |
| CLK63 AMG | $208,767 | V8 | 6.2 | 354 | 630 | A7 | 1755 | 4.6 | – | – | 98 | 62 | | R |
| CLK63 AMG cabrio | $223,597 | V8 | 6.2 | 354 | 630 | A7 | 1875 | 4.7 | – | – | 98 | 62 | | R |
| AMG Black Series | $313,316 | V8 | 6.2 | 373 | 630 | A7 | 1760 | 4.3 | – | – | 98 | – | | R |

**SLK** SLK now appeals to enthusiasts, too

☑ Stunning looks; impressive dynamics; excellent rigidity; very useable boot
☒ Not quite Boxster-level handling; blown four sounds pedestrian; jiggly ride
- **The Pick:** V6 goes hard, but SLK55 V8 is a belter – huge grunt, great sound

| | Price | Eng type | Eng size | Power | Torque | Trans. | Kerb weight | 0-100 km/h | 0-400 metres | Fuel cons. | RON | Resale % | Issue tested | Drive |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SLK200 K'mpressor | $88,520 | L4S | 1.8 | 125 | 250 | M6 | 1390 | – | – | 8.0 | 98 | 61 | | R |
| SLK200 K'mpressor | $91,825 | L4S | 1.8 | 125 | 250 | A5 | 1415 | – | – | – | 98 | 61 | | R |
| SLK350 | $115,637 | V6 | 3.5 | 224 | 360 | M6 | 1465 | – | – | 9.6 | 95 | 60 | | R |
| SLK350 | $119,365 | V6 | 3.5 | 224 | 360 | A7 | 1465 | – | – | – | 95 | 60 | | R |
| SLK55 AMG | $171,270 | V8 | 5.4 | 265 | 510 | A7 | 1540 | 4.9 | – | 12.0 | 98 | 60 | | R |

**CLS** It's a coupe, it's a sedan, and it's *sooo* cool

☑ The most menacing styling of any Mercedes sedan, matched to fabulous drivetrains
☒ Coupe-esque styling delivers coupe-like rear headroom; same flaws as E-Class
- **The Pick:** Getting old now, and new E-Class drives better, but CLS63 is still the one

| | Price | Eng type | Eng size | Power | Torque | Trans. | Kerb weight | 0-100 km/h | 0-400 metres | Fuel cons. | RON | Resale % | Issue tested | Drive |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| CLS350 | $149,025 | V6 | 3.5 | 200 | 350 | A7 | 1730 | 7.0 | – | 11.0 | 95 | 59 | | R |
| CLS500 | $189,807 | V8 | 5.5 | 285 | 530 | A7 | 1810 | *5.4* | – | 11.6 | 95 | 59 | | R |
| CLS63 AMG | $269,675 | V8 | 6.2 | 378 | 630 | A7 | 1905 | *4.7* | *12.8* | 14.5 | 98 | 61 | 09/08 | R |

**S-Class** Luxury limo gets a mid-life nip 'n' tuck

☑ Facelift scores LED daytime running lights, extra tech and more fuel-efficient donks
☒ Overly-light steering; standard 17-inch wheels look underdone; definitely no driver's car
- **The Pick:** Want the ultimate hard-hitting German limousine? The S65 is the *only* choice

| | Price | Eng type | Eng size | Power | Torque | Trans. | Kerb weight | 0-100 km/h | 0-400 metres | Fuel cons. | RON | Resale % | Issue tested | Drive |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| S350 | $214,900 | V6 | 3.5 | 200 | 350 | A7 | 1810 | 7.3 | – | 9.8 | 95 | 50 | | R |
| S350 CDI | $214,900 | V6TD | 3.0 | 173 | 540 | A7 | 1880 | 7.8 | – | 7.7 | D | 56 | | R |
| S350L | $232,900 | V6 | 3.5 | 200 | 350 | A7 | 1830 | 7.3 | – | 9.8 | 95 | 50 | | R |
| S500 | $289,900 | V8 | 5.5 | 285 | 530 | A7 | 1880 | 5.4 | – | 10.9 | 95 | 50 | | R |
| S500L | $307,900 | V8 | 5.5 | 285 | 530 | A7 | 1925 | 5.4 | – | 10.9 | 95 | 49 | | R |
| S600L | $402,900 | V12TT | 5.5 | 380 | 830 | A5 | 2180 | 4.6 | – | 14.3 | 98 | 49 | | R |
| S63 AMG | $380,900 | V8 | 6.3 | 386 | 630 | A7 | 2070 | 4.6 | – | 14.5 | 98 | 52 | | R |
| S65L AMG | $482,900 | V12TT | 6.0 | 450 | 1000 | A5 | 2250 | 4.4 | – | 15.0 | 98 | 51 | | R |

**CL** S-Class with sex appeal

☑ Effortless pace of V8s and towering grunt of TT V12s; sleek and streamlined exterior
☒ Rear tyres will cop a beating, as do the under-specced brakes on CL500
- **The Pick:** CL63, because every 5.1m-long, 2.2-tonne coupe needs a V8 that revs to 7200rpm

| | Price | Eng type | Eng size | Power | Torque | Trans. | Kerb weight | 0-100 km/h | 0-400 metres | Fuel cons. | RON | Resale % | Issue tested | Drive |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| CL500 | $323,909 | V8 | 5.5 | 285 | 530 | A7 | 1995 | – | – | 12.1 | 95 | 55 | 05/07 | R |
| CL600 | $409,709 | V12TT | 5.5 | 380 | 830 | A5 | 2185 | – | – | 14.3 | 98 | 53 | | R |
| CL63 AMG | $403,353 | V8 | 6.2 | 386 | 630 | A7 | 2085 | – | – | 14.5 | 98 | 63 | | R |
| CL65 AMG | $500,805 | V12TT | 6.0 | 450 | 1000 | A5 | 2240 | – | – | 14.5 | 98 | 54 | | R |

**SL** Genuine German hot rods

☑ V8 and V12s are blindingly quick; 65's apocalyptic engine note; dynamics well-sorted
☒ SL isn't a sports car, or light, despite 'Sports Light' badge; top-down luggage access
- **The Pick:** AMG's rock-crushing V8 teamed with superb MCT 'box makes SL63 a superstar

| | Price | Eng type | Eng size | Power | Torque | Trans. | Kerb weight | 0-100 km/h | 0-400 metres | Fuel cons. | RON | Resale % | Issue tested | Drive |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SL350 | $232,813 | V6 | 3.5 | 232 | 360 | A7 | 1825 | 6.6 | – | 9.9 | 95 | 60 | | R |
| SL500 | $320,731 | V8 | 5.5 | 285 | 530 | A7 | 1910 | 5.4 | – | 12.0 | 95 | 55 | | R |
| SL600 | $404,413 | V12TT | 5.5 | 380 | 830 | A5 | 2045 | 4.5 | – | 15.5 | 98 | 55 | | R |
| SL63 AMG | $401,235 | V8 | 6.2 | 386 | 630 | A7 | 1970 | 4.5 | – | 13.9 | 98 | 58 | | R |
| SL65 AMG | $492,331 | V12TT | 6.0 | 450 | 1000 | A5 | 2120 | 4.2 | – | 15.1 | 98 | 54 | | R |

**R-Class** A crossover wagon for all seasons

☑ Great interior space for seven; polished drivetrains; a ride that will put the kids to sleep
☒ The thing's not cheap ; R-Class is a bit of a dancing elephant, dynamically speaking...
- **The Pick:** Deflated SUV, or wagon after a big lunch? Kinda both, but the oiler's the pick

| | Price | Eng type | Eng size | Power | Torque | Trans. | Kerb weight | 0-100 km/h | 0-400 metres | Fuel cons. | RON | Resale % | Issue tested | Drive |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| R280 CDI | $80,835 | V6TD | 3.0 | 140 | 440 | A7 | 2195 | – | – | 9.3 | D | 62 | | R |
| R350 | $94,156 | V6 | 3.5 | 200 | 350 | A7 | 2220 | 8.3 | – | 11.5 | 95 | 60 | 06/06 | A |
| R350 LWB | $97,333 | V6 | 3.5 | 200 | 350 | A7 | 2270 | 8.4 | – | 11.5 | 95 | 60 | | A |
| R320 CDI | $97,333 | V6TD | 3.0 | 165 | 510 | A7 | 2220 | 8.8 | – | 9.3 | D | 61 | | A |
| R320 CDI LWB | $100,510 | V6TD | 3.0 | 165 | 510 | A7 | 2270 | 8.8 | – | 9.3 | D | 61 | | A |
| R500 Touring LWB | $129,111 | V8 | 5.5 | 285 | 530 | A7 | 2265 | – | – | 12.9 | 95 | 60 | | A |

**ML-Class** Now much more convincing and cohesive

☑ Transformed on-road, corners with poise; cabin improved; excellent drivetrains
☒ No more seven-seat option; knobbly low-speed ride; not as dynamic as a BMW X5
- **The Pick:** Depends on your mood – sensible (280 CDI), or outrageous (63 AMG)

| | Price | Eng type | Eng size | Power | Torque | Trans. | Kerb weight | 0-100 km/h | 0-400 metres | Fuel cons. | RON | Resale % | Issue tested | Drive |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ML280 CDI | $81,000 | V6TD | 3.0 | 140 | 440 | A7 | 2185 | 9.8 | – | 9.6 | D | 64 | | A |
| ML350 | $84,500 | V6 | 3.5 | 200 | 350 | A7 | 2135 | 8.4 | – | 11.7 | 95 | 63 | | A |
| ML320 CDI | $87,500 | V6TD | 3.0 | 165 | 510 | A7 | 2185 | *8.6* | *16.6* | 9.6 | D | 64 | 08/07 | A |
| ML500 | $127,500 | V8 | 5.5 | 285 | 530 | A7 | 2100 | *7.5* | *15.4* | 13.4 | 95 | 57 | 01/06 | A |
| ML63 AMG | $167,500 | V8 | 6.2 | 375 | 630 | A7 | 2310 | 5.0 | – | 16.5 | 95 | 66 | | A |

**We said:** "The E500 Coupe's V8 stretches the chassis. I'm not surprised there's no AMG version"

**PETER ROBINSON – FEBRUARY 2009**

TopGear
BBC
PG

New Series
New Home

9
WIN NBN

# OurGarage

LONG-TERMERS AND A SELECTION JUST PASSING THROUGH

QUICKSPINS

386KW
'BAHN
STORMER

## Mercedes-Benz E63 AMG

TO THOSE who think the Germans lack a sense of humour, I'd like to draw your attention to the E63. Here is a spacious, refined, luxo-loaded sedan strapped to a 386kW ballistic V8 missile and pumping a soundtrack worthy of NASCAR. But more than merely a life-support system for that monstrous V8, the E63 is a reflection of AMG's maturity as a car builder. The absorbent ride (on 19in rims), composed and exploitable chassis and organic-feeling steering combine for the most complete executive-level bruiser on Earth. And I dare you not to laugh the first time you spin the E63 to its 7000rpm redline. Hilarious, *ja?* **SP**

| | |
|---|---|
| **Engine** | 6208cc V8, dohc, 32v |
| **Max Power** | 386kW @ 6800rpm |
| **Max Torque** | 630Nm @ 5200rpm |
| **Transmission** | 7-speed automatic |
| **0-100km/h** | 4.5sec (claimed) |
| **Price** | $234,900 |
| **On sale** | Now |

## Audi A5 Cabrio

Poppitt and Co generally nab the premium motors over Christmas, so as a *Wheels* designer, I was chuffed to score the A5 Cabrio. It's one of those rare cars that looks equally good as both a coupe and convertible. Typically for an Audi, it oozes quality on the inside – I love how it hands front occupants their seatbelts – while back seaters were comfy enough, too. I would have liked a manual, but that's not an option in the Cabrio. Roof-up it's hushed, or drop the quick and simple top and let the rays flood in. But much as I enjoyed the A5 Cab, there was something missing. It dawned on me while driving an XR6: a bit of exhaust noise and oomph goes a long way. **SV**

+ **Still sexy with top lopped; trademark Audi refinement**

− **Extra kilos over coupe take shine off sparkly 2.0 turbo**

## Audi Q7 V12

I've been impressed by diesels before. Usually because they've been matched to a great transmission that offered an effortless drive. Not because they were the supermarket car park equivalent of a shuttle launch. Audi's behemoth Q7 V12 TDI with 368kW/1000Nm is a quick SUV, and probably wouldn't come last at a tractor pull, either. Heard of the big engine/small car combo? This is a gigantic engine in an enormous car. You feel every inch of it squeezing into underground car spots, with every parking sensor letting you know you'll *juust* fit. Far more at home in the wide-open spaces of western NSW, where it shone as a kilometre crusher. **GS**

+ **Devours open-road kays in comfort; crazy-fast for an XL SUV**

− **It's effing huge; ocean liner donk perhaps overkill for school run**

## Ford Mondeo XR5

My favourite moment in the two weeks spent with 'my' Ford Mondeo was a country-road blat to Oberon via Tarana, in the central west of NSW. This particular road – open and sweeping, but punctuated with undulating causeways – has become a personal favourite. Here, the XR5 Turbo was lovely, with the tight suspension and torquey turbo-five making mince of the fast bends and roller-coaster rises and falls. Over Christmas, the 528-litre boot easily swallowed all our pressies, and the cabin offered stacks of rear legroom. If only this Mondeo had an auto option (to snare Camry buyers) and the glammed-up interior didn't look so chintzy. **DD**

+ **Brilliant steering and handling; warbly turbo five**

− **Interior looks cheap; urban ride quality a tad too firm**

## Volvo V70 T6

Our festive season conveyance had plenty of family guy (no, not that *Family Guy*) sports attitude. Appropriately, the rear DVD screens, sat-nav and reverse-park camera were bundled in the $7375 optional Family Package. Nice. With 210kW and 400Nm of low-blow turbo oomph on tap, the drive was a dad-pleaser, too. Drawbacks included ride issues – no doubt exacerbated by the 245/40 PZero Rosso rubber on 18in alloys. And at times there seemed to be too many pesky beeps, warning lights and audio volume-cutting interruptions. At least I thought so, until the clamorous collision-warning function kicked in when a hefty trailer *sans* brake-lights propped up ahead. Phew! **CG**

+ **Engine response; steering feel; collision-warning function**

− **Round-town ride; fat A-pillars; relatively expensive options**

### QUICK STATS

| | | | | |
|---|---|---|---|---|
| **Engine** | 1984cc in-line 4cyl, dohc, 16v turbo | 5934cc V12, dohc, 48v turbo-diesel | 2521cc in-line 5cyl, dohc, 20v turbo | 2953cc V6, dohc, 24v turbo |
| **Max Power** | 155kW @ 4300-6000rpm | 368kW @ 3750rpm | 162kW @ 5000rpm | 210kW @ 5600rpm |
| **Max Torque** | 350Nm @ 1500-4200rpm | 1000Nm @ 1750-3250rpm | 320Nm @ 1500-4800rpm | 400Nm @ 1500-4800rpm |
| **Transmission** | 7-speed dual-clutch | 6-speed automatic | 6-speed manual | 6-speed automatic |
| **0-100km/h** | 7.3sec (claimed) | 5.5sec (claimed) | 7.5sec (claimed) | 7.2sec (claimed) |
| **Price** | $94,900 | $254,900 | $44,990 | $69,950 |
| **On sale** | Now | Now | Now | Now |

## BMW 650i

FORGET about the elephant in the room, let's deal with the bum on the Bimmer. Yes, the 6 Series still has a rump the size of Texas, but a new bonnet design and now-standard 19s help the big coupe retain presence and dignity as it moves towards its twilight years. Brake re-gen makes an appearance to help trim consumption, equipment moves from 'lavish' to 'fully loaded', while the interior must still be very stylish because there's nowhere to put anything. Never mind – performance from the lusty V8 remains stealth-bomber effective. Only two flies in the 6's ointment: Jaguar's XFR or XK. **AW**

| | |
|---|---|
| **Engine** | 4799cc V8, dohc, 32v |
| **Max Power** | 270kW @ 6300rpm |
| **Max Torque** | 490Nm @ 3400rpm |
| **Transmission** | 6-speed automatic |
| **0-100km/h** | 5.2sec (claimed) |
| **Price** | $221,161 |
| **On sale** | Now |

## Subaru Liberty 3.6R

Given it was just on dawn, I was expecting skippy to be up and about, but I'm pretty sure he wasn't ready for the semi-sporting Subaru to be arriving around the bend with so much speed. Certainly, neither of us expected the 3.6R to slew into such dramatic lift-off oversteer, nor for the ESP to be so relaxed about helping out. Just last issue, *Wheels'* Car of the Year judges reported their surprise at the new Liberty's dynamic shortcomings; specifically citing lift-off oversteer and slow-acting ESP as two of the black marks that prevented the fifth-gen Lib from progressing beyond the first round. A shame really, given Liberty is a two-time COTY champion. **JT**

**Smooth 3.6-litre boxer is punchy and decently frugal...**
**...but it deserves a better chassis to exploit its wares**

## Lexus IS F

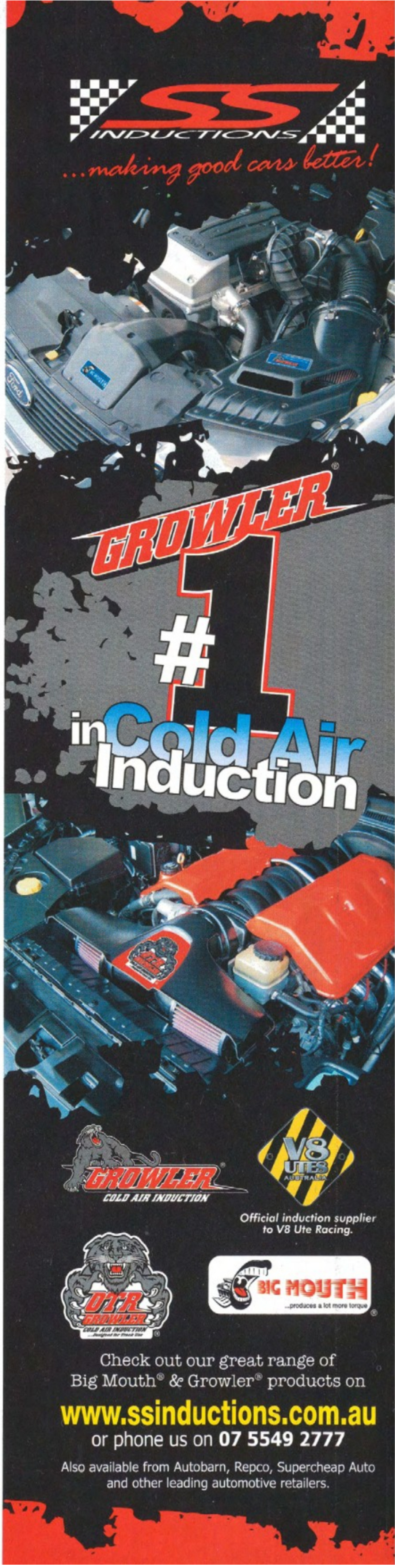
I'm parked at the beach when a bloke yells "How is it?" 'It' is Lexus's first foray into the sports sedan league; a hunkered down, pumped-arch sedan stuffed with 5.0-litres of V8. And you still get all the Lexus luxo trimmings. Beachgoers loved it, especially the way that 311kW bent-eight sounds held wide-open. The IS chassis is transformed in 'F' form, too, yet doesn't abandon plushness. But even with its belt pulled tight, there's no hiding its 1700kg. "Oi mate, how is it?" he repeats. I tell him it's the best Japanese V8 sedan on sale. "Wow!" he replies, missing my witticism. And that sums up the IS F even if, unlike my new mate, it doesn't scream it out. **LD**

**Jap alternative to an M3 for the non-Bluetooth-headset set**
**Not as hard as an M3, or as hairy as a C63: thank tall gearing, kilos**

| | |
|---|---|
| 3630cc flat-6, dohc, 24v | 4969cc V8, dohc, 32v |
| 191kW @ 5600rpm | 311kW @ 6600rpm |
| 350Nm @ 4400rpm | 505Nm @ 5200rpm |
| 5-speed automatic | 8-speed automatic |
| 8.0sec (estimated) | 4.9sec (claimed) |
| $51,990 | $132,900 |
| Now | Now |

**PRIVACY NOTICE**
This issue of *Wheels* published by ACP Magazines Ltd (ACP) may contain offers, competitions, or surveys that require you to provide information about yourself if you choose to enter or take part in them (Reader Offer). If you provide information about yourself to ACP, ACP will use this information to provide you with the products or services you have requested, and may supply your information to contractors who help ACP to do this. ACP will also use your information to inform you of other ACP publications, products, services, and events. ACP may also give your information to organisations that are providing special prizes or offers that are clearly associated with the Reader Offer. Unless you ask us not to, we may give your information to other organisations that may use it to inform you about other products, services, and events, or give it to other organisations that may use it for this purpose. If you would like to gain access to the information ACP holds about you, please contact ACP's Privacy Officer at ACP Publishing Pty Ltd, 54-58 Park Street, Sydney, NSW 2001.

**INSURANCE DISCLAIMER**
Based on a 35-year-old male, location Chatswood 2067, Rating 1 For Life, No Finance, Private Use. All prices are subject to AAMI's underwriting guidelines and conditions.



SS INDUCTIONS
...making good cars better!

GROWLER®
#1 in Cold Air Induction

GROWLER® COLD AIR INDUCTION
V8 UTES AUSTRALIA
Official induction supplier to V8 Ute Racing.

DTR GROWLER
BIG MOUTH ...produces a lot more torque

Check out our great range of Big Mouth® & Growler® products on
**www.ssinductions.com.au**
or phone us on **07 5549 2777**

Also available from Autobarn, Repco, Supercheap Auto and other leading automotive retailers.

# OurGarage

**VOLKSWAGEN EOS**
**Date acquired:** Dec '09
**Km this month:** 120
**Av. fuel cons.** n/a

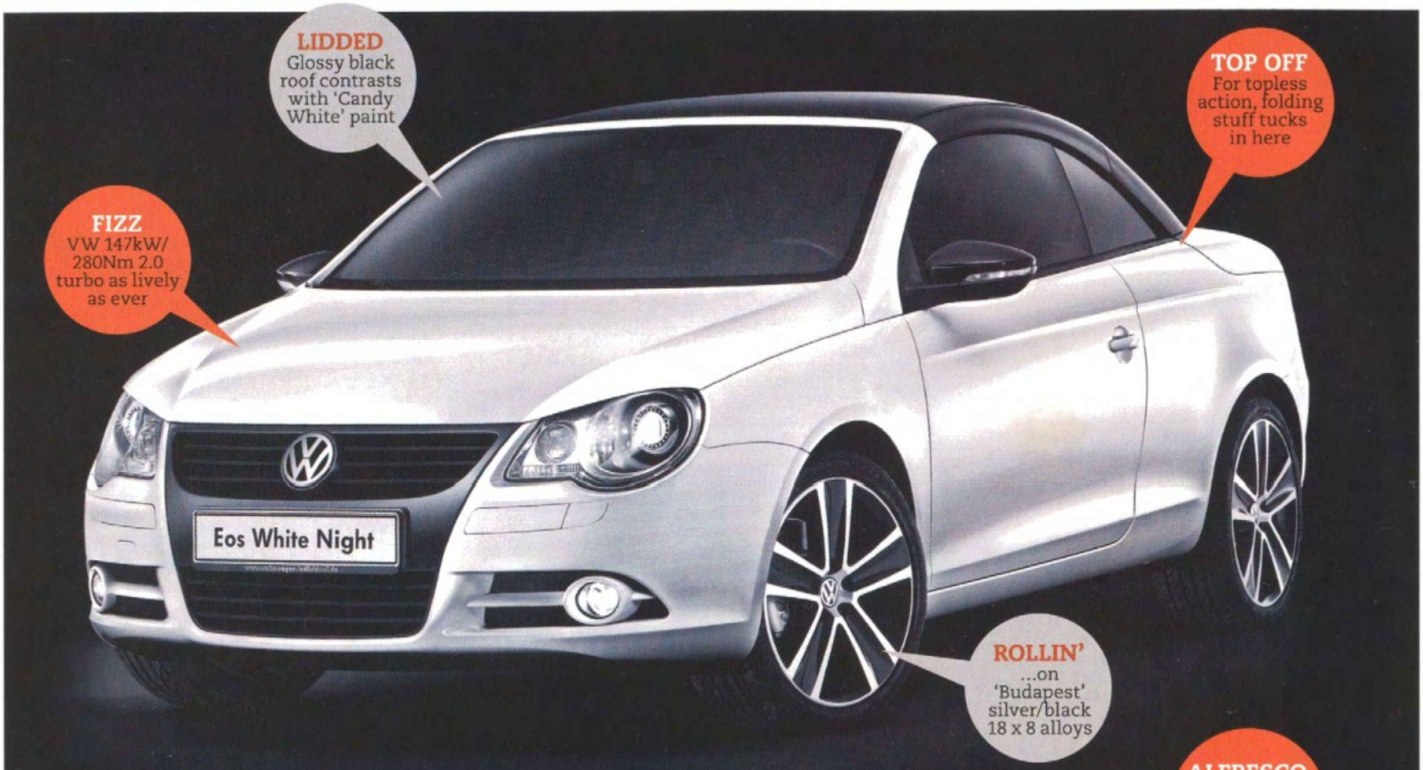
▶ LIVE-O-METER 002127 WEEK 4

▶ SCORECARD ✓ URBAN ✓ COUNTRY ✗ SPORTS ✗ FAMILY

LOVE & HATE

### All of the Night

Australia's White Night allocation is 100, in either petrol or diesel, both with 6-speed DSG. Ours is the petrol 147TSI, with list price of $55,990. Apart from the paint job and 18in alloys, the WN sits about 15mm lower than standard. Our WN also has the optional 'works' sat-nav system, a media device interface, and powered front seats with electric easy entry aid and lumbar adjust.



**LIDDED** Glossy black roof contrasts with 'Candy White' paint

**TOP OFF** For topless action, folding stuff tucks in here

**FIZZ** VW 147kW/280Nm 2.0 turbo as lively as ever

**ROLLIN'** ...on 'Budapest' silver/black 18 x 8 alloys

**ALFRESCO** Black leather covers seats, tiller and side trims

# Bleach baby

## New long-term drop-top drops in

AS YOU'D have gathered from our long-term Eos preview (*Wheels*, January 2010), with no prospect of a White (Night) Christmas, I was resigned to waiting until mid-January for the Volksy's arrival.

So, the phone call received the day before New Year's Eve came as a complete surprise. The news was beauty-bottler welcome of course, just slightly sooner than expected.

Having landed early and received its pre-delivery prep, the *Wheels* White Night awaited pick-up. It didn't have to wait long.

The run home across southern Sydney from Volkswagen-central was uneventful apart from finding that the White Night's colour scheme sure doesn't pass unnoticed. In fact, it's a head-turner. Which surely says something about visual stimulants.

After all, the Eos is no stranger. It's been around for several years and sells strongly all over the country. Moreover, black or white have always been among its colour choices. Still are.

But the combination of rich white body with pitch-black roof, grille/surround and phat 18-inch alloys obviously pushes the right buttons in onlookers' eyes. While the White Night's appearance couldn't be more contrasty, it isn't remotely contrary. The look works, perhaps helped because it, er, bears some likeness to *Kung Fu Panda*, which onlookers think is a fitting nickname.

The only coincidental downside to the pick-up's timing is that this magazine's inescapable deadline hasn't left time or opportunity to get out for a decent drive. That's coming, the sooner and farther the better. Thus far I've only stirred three digits on the trip-meter, and then only in very local dribs and drabs.

So, much too early to talk meaningfully about the driving experience.

Still, if there's a silver lining, it's that this involuntary hiatus has bought time to brush up on the special edition's specs and features (see breakout, above).

In all, then, the new look plus the possibility of improved handling are reason enough to be itching to get this show on the road, for real.

**MIKE McCARTHY**

**ALFA MITO**
**Date acquired:** Jan '10
**Km this month:** 300
**Av. fuel cons.** 10.6L/100km

001546 WEEK 4

☒ URBAN ☒ COUNTRY ✓ SPORTS ☒ FAMILY

### Thirsty work

No official fuel figure this month; we'll report on that next issue when we've had the opportunity to burn a full tank. The trip computer reads 10.6L/100km – not great, but our driving ranged from medium traffic to commuter chaos.

# Mitosis
## Alfasud: a genetic link?

*ALFISTI*, it seems, will forgive almost anything because their beloved old Alfas have character. And that's how I hope our Alfa Mito Sport long-termer will endear itself to even the most cynical in the *Wheels* office.

The little red Mito certainly looks like an Alfa should. But it doesn't *sound* like an Alfa should. If the backing track was, say, the hot-hatch equivalent of the Quattroporte GT S's full-bodied V8 bellow, that'd be enough for some to overlook its flaws.

And early indications are that there are plenty. It's difficult to get entirely comfy in. Clutch effort is light, but the long-throw shift feels like plastic lever sliding into plastic gate. The steering, direct at 2.6 turns (and it feels at least that pointy), is light on communication and weight, and the rear suspension is ill-sorted.

However, the delayed throttle response is my biggest gripe, making the Mito a frustration when you're attempting to extract rapid progress in moderate traffic. In the revs, it's mid-8s-lively.

We're yet to play with the DNA system, but suggest 'dynamic' would be a good 'all weather' setting; it's more gimmick than genuinely useful.

*Feel* used to be what driving an Alfa was all about. Here's hoping the Mito will grow on us, because so far it just doesn't feel special enough.

**JAMES WHITBOURN**

**ITALIAN SUPREME** Like Pizza Hut, the flavour of the red Italian isn't quite authentic

**HONDA ACCORD EURO**
**Date acquired:** July '09
**Km this month:** 589
**Av. fuel cons.** 8.9L/100km

009314 WEEK 28

✓ URBAN ✓ COUNTRY ☒ SPORTS ✓ FAMILY

### Fuel-ish games

Honda recommends 95RON, yet one reader says his new Euro came filled with 91. Yes, the engine 'pinged', but once the ECU was tweaked the problem vanished. But not before the reader decided the engine deserved a diet of 98RON.

# The knees-up
## It's no party in the back

TRANSPORTING various (tall) family members over the Christmas break made me all too aware of the Euro's packaging limitations. Those splendid-looking and extremely comfortable front seats come at a price: unfortunately they're so bulky they rob the rear compartment of much-needed space. Four-up, back seat whingeing became a constant accompaniment of any journey, no matter how short.

By forcing a knees-up position, the low, flat rear cushion immediately compromises comfort, though it does guarantee plenty of headroom for the outer two passengers, if not for any unfortunate consigned to the middle pew. When the front seats are positioned low, toe-room is virtually non-existent, the knees hard-up against the back of the bucket. Negotiating rear room took on the magnitude of Israeli-Palestinian peace talks. Happily, I prefer to sit high, so by conceding a little front leg room and moving the steering wheel (and therefore also the seat) closer to the dash, an acceptable compromise was achieved. Just don't ask me to do Sydney-Brisbane in this configuration.

I've also become increasingly aware of the Euro's road noise and remain convinced that on coarse surfaces, on 18-inch Michelin Primacy rubber, it produces even more sound than the previous long-term Mazda 6, admittedly on 17s. Proves (again) that some Japanese manufacturers need to spend more time testing on Australian roads.

For all that, the Euro is an easy car to recommend, the blend of (front seat) comfort and sporting handling, a delicious drivetrain, and Honda build quality with an affordable price tag make the real Euro rivals look seriously overpriced.

**PETER ROBINSON**

| Price | Eng type | Eng size | Power | Torque | Trans. | Kerb weight | 0-100 km/h | 0-400 metres | Fuel cons. | RON | Resale % | Issue tested | Drive |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Recommended Retail Price at time of publication | L=in-line, V=vee, F=flat, R=rotary. Number of cyls or rotors. T=turbo, S=s'charged, D=diesel, H=hybrid | Litres | Kilowatts | Newton metres | M=manual, A=automatic, S=sequential, C=CVT | Kilograms | 0-100km/h acceleration, in secs (*Wheels* tested figures in italics) | 0-400m acceleration, in sec s (*Wheels* tested figures in italics) | Fuel consumption in Litres/100km | Recommended octane rating | RedBook predicted resale rating, retained after 3 years | When we drove it | F=Front drive, R=Rear drive, A=All drive, PA=Part-time all drive |

Buy, Sell, Value & Research Cars at carsales.com.au
Australia's No.1 Auto Website

### GL-Class Stands for Goliath

☑ Third-row seat is actually comfortable and almost roomy; huge load capacity
☒ It's bloody huge and a pain to manoeuvre in the city ; compromised rear visibility
- **The Pick:** The smooth and torquey V8; the diesel struggles with the massive kerb weight

| | Price | Eng type | Eng size | Power | Torque | Trans. | Kerb weight | 0-100 km/h | 0-400 metres | Fuel cons. | RON | Resale % | Issue tested | Drive |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| GL320 CDI | $108,350 | V6TD | 3.0 | 165 | 510 | A7 | 2450 | 9.5 | – | 9.8 | D | 59 | | A |
| GL500 | $154,427 | V8 | 5.5 | 285 | 530 | A7 | 2445 | 6.6 | – | 13.9 | 95 | 59 | | A |

### Viano It's a big Benz bongo van

☑ Enormously roomy, complete with limo-style, face-to-face rear seating; great diesel
☒ Sheer size makes it difficult to manoeuvre and park, which kinda defeats its purpose
- **The Pick:** Either drivetrain is fine, but Viano struggles to hide its commercial origins

| | Price | Eng type | Eng size | Power | Torque | Trans. | Kerb weight | 0-100 km/h | 0-400 metres | Fuel cons. | RON | Resale % | Issue tested | Drive |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| CDI Ambiente | $71,884 | L4TD | 2.1 | 110 | 330 | A5 | 2090 | 11.1 | – | 8.8 | D | 61 | | R |
| V6 Ambiente | $77,392 | V6 | 3.7 | 170 | 345 | A5 | 2110 | 8.2 | – | 13.2 | 95 | 61 | | R |

## Mini

3yr/unlimited
www.mini.com.au

### Cooper Retro-cool revisited

☑ Brilliant, rorty petrol turbo; terrific wheel-at-each-corner handling; pin-sharp steering
☒ Ride quality isn't what you'd call plush; squeezy cabin; Clubman is a little pointless
- **The Pick:** JCW is flawed, but an absolute hoot; Mini D mixes driving fun with frugality

| | Price | Eng type | Eng size | Power | Torque | Trans. | Kerb weight | 0-100 km/h | 0-400 metres | Fuel cons. | RON | Resale % | Issue tested | Drive |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | $31,100 | L4 | 1.6 | 88 | 160 | M6 | 1065 | 9.1 | – | 5.8 | 95 | 74 | | F |
| | $33,450 | L4 | 1.6 | 88 | 160 | A6 | 1105 | 10.4 | – | 6.7 | 95 | 73 | | F |
| D | $33,750 | L4TD | 1.6 | 80 | 240 | M6 | 1165 | 9.9 | – | 3.9 | D | – | 09/09 | F |
| D | $36,100 | L4TD | 1.6 | 80 | 240 | A6 | 1205 | 9.9 | – | n/a | D | – | | F |
| Chilli | $34,700 | L4 | 1.6 | 88 | 160 | M6 | 1065 | 9.1 | – | 5.8 | 95 | 74 | | F |
| Chilli | $37,050 | L4 | 1.6 | 88 | 160 | A6 | 1105 | 10.4 | – | 6.7 | 95 | 74 | | F |
| S | $39,900 | L4T | 1.6 | 128 | 240 | M6 | 1130 | *7.4* | *15.4* | 6.9 | 95 | 74 | 08/07 | F |
| S | $42,250 | L4T | 1.6 | 128 | 240 | A6 | 1155 | 7.3 | – | 7.6 | 95 | 74 | | F |
| S Chilli | $43,500 | L4T | 1.6 | 128 | 240 | M6 | 1130 | *7.8* | *15.5* | 6.9 | 95 | 73 | 10/09 | F |
| S Chilli | $45,850 | L4T | 1.6 | 128 | 240 | A6 | 1155 | 7.3 | – | 7.6 | 95 | 74 | | F |
| JCW | $48,800 | L4T | 1.6 | 155 | 280 | M6 | 1130 | 6.5 | – | 6.9 | 95 | – | | F |
| Cabrio | $39,800 | L4 | 1.6 | 88 | 160 | M6 | 1165 | 9.8 | – | 6.1 | 95 | – | | F |
| Cabrio | $42,150 | L4 | 1.6 | 88 | 160 | A6 | 1205 | 11.1 | – | 6.9 | 95 | – | | F |
| Cabrio Chilli | $43,400 | L4 | 1.6 | 88 | 160 | M6 | 1165 | 9.8 | – | 6.1 | 95 | – | | F |
| Cabrio Chilli | $45,750 | L4 | 1.6 | 88 | 160 | A6 | 1205 | 11.1 | – | 6.9 | 95 | – | | F |
| S Cabrio | $48,000 | L4T | 1.6 | 128 | 240 | M6 | 1230 | 7.4 | – | 7.2 | 95 | – | 04/09 | F |
| S Cabrio | $50,350 | L4T | 1.6 | 128 | 240 | A6 | 1255 | 7.7 | – | 7.9 | 95 | – | | F |
| S Cabrio Chilli | $51,600 | L4T | 1.6 | 128 | 240 | M6 | 1230 | 7.4 | – | 7.2 | 95 | – | | F |
| S Cabrio Chilli | $53,950 | L4T | 1.6 | 128 | 240 | A6 | 1255 | 7.7 | – | 7.9 | 95 | – | | F |
| Cabrio JCW | $56,900 | L4T | 1.6 | 155 | 280 | M6 | 1240 | 6.9 | – | 7.1 | 95 | – | | F |
| Clubman | $34,400 | L4 | 1.6 | 88 | 160 | M6 | 1145 | 9.8 | – | 6.0 | 95 | – | 05/08 | F |
| Clubman | $36,750 | L4 | 1.6 | 88 | 160 | A6 | 1185 | 10.9 | – | 6.8 | 95 | – | | F |
| Chilli Clubman | $38,200 | L4 | 1.6 | 88 | 160 | M6 | 1145 | 9.8 | – | 6.0 | 95 | – | | F |
| Chilli Clubman | $40,550 | L4 | 1.6 | 88 | 160 | A6 | 1185 | 10.9 | – | 6.8 | 95 | – | | F |
| S Clubman | $43,200 | L4T | 1.6 | 128 | 240 | M6 | 1205 | 7.6 | – | 7.6 | 95 | – | 11/07 | F |
| S Clubman | $45,550 | L4T | 1.6 | 128 | 240 | A6 | 1230 | 7.8 | – | 7.8 | 95 | – | | F |
| S Chilli Clubman | $47,000 | L4T | 1.6 | 128 | 240 | M6 | 1205 | 7.6 | – | 7.6 | 95 | – | | F |
| S Chilli Clubman | $49,350 | L4T | 1.6 | 128 | 240 | A6 | 1230 | 7.8 | – | 7.8 | 95 | – | | F |
| JCW Clubman | $51,300 | L4T | 1.6 | 155 | 280 | M6 | 1205 | 6.8 | – | 7.0 | 95 | – | | F |

### MITSU 4WD

Mitsubishi's five- and seven-seat Challenger mid-sized SUV has arrived, priced between $45-59K. Its separate chassis, dual-range 'box and 2.5-litre DI common-rail oil burner are shared with the Triton, and it's decently equipped to take on Territory, Captiva et al. The base LS gets ESP, 17in alloys, leather-clad wheel, climate control and cruise; XLS adds leather, sat-nav, fogs, reverse sensors and (gulp) wood trim.

## Mitsubishi

5yr/130,000km
www.mitsubishi-motors.com.au

### Colt We wanted to love it. Honest

☑ Roomy; economical; decent performance; Ralliart's nimble handling and lively turbo four
☒ Drivetrain lacks refinement; disconnected steering; crashy ride
- **The Pick:** Ralliart's a bitser, but fun to drive. Regular Colt is thoroughly outclassed

| | Price | Eng type | Eng size | Power | Torque | Trans. | Kerb weight | 0-100 km/h | 0-400 metres | Fuel cons. | RON | Resale % | Issue tested | Drive |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ES | $15,740 | L4 | 1.5 | 77 | 141 | M5 | 1074 | – | – | 5.9 | 91 | 59 | | F |
| ES | $17,740 | L4 | 1.5 | 77 | 141 | C | 1074 | – | – | 5.6 | 91 | 58 | | F |
| VR-X | $16,490 | L4 | 1.5 | 77 | 141 | M5 | 1074 | – | – | 5.9 | 91 | 59 | | F |
| VR-X | $18,490 | L4 | 1.5 | 77 | 141 | C | 1074 | – | – | 5.6 | 91 | 58 | | F |
| Ralliart | $25,740 | L4T | 1.5 | 113 | 210 | M5 | 1130 | *8.0* | *16.0* | 6.7 | 95 | 57 | 12/07 | F |

### Lancer Mitsu's return to form continues

☑ Standout styling; great value; new chassis much better than stodgy previous-gen; Evo
☒ Core dynamics still a little patchy, so lucky ESP is standard; sense of cheapness inside
- **The Pick:** ES is very roomy and great value; Evo is absolutely brilliant

| | Price | Eng type | Eng size | Power | Torque | Trans. | Kerb weight | 0-100 km/h | 0-400 metres | Fuel cons. | RON | Resale % | Issue tested | Drive |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ES | $21,990 | L4 | 2.0 | 113 | 198 | M5 | 1305 | 9.6 | – | 7.6 | 91 | 63 | | F |
| ES | $24,490 | L4 | 2.0 | 113 | 198 | C | 1335 | 10.3 | – | 8.2 | 91 | 63 | | F |
| VR | $25,890 | L4 | 2.0 | 113 | 198 | M5 | 1325 | 9.6 | – | 7.7 | 91 | 63 | | F |
| VR | $28,390 | L4 | 2.0 | 113 | 198 | C | 1355 | *9.4* | *16.9* | 8.2 | 91 | 61 | 07/09 | F |
| VRX | $29,990 | L4 | 2.4 | 125 | 226 | M5 | 1345 | 9.1 | – | 8.7 | 91 | 62 | | F |
| VRX | $32,490 | L4 | 2.4 | 125 | 226 | C | 1375 | 9.8 | – | 8.5 | 91 | 62 | 10/07 | F |
| Aspire | $33,990 | L4 | 2.4 | 125 | 226 | C | 1375 | 9.8 | – | 8.5 | 91 | 62 | 12/08 | F |
| Ralliart TC-SST | $43,890 | L4T | 2.0 | 177 | 343 | S6 | 1355 | *6.2* | *14.4* | n/a | 91 | – | 01/09 | A |
| ES Sportback | $21,990 | L4 | 2.0 | 113 | 198 | M5 | 1295 | 9.5 | – | 7.9 | 91 | – | | F |
| ES Sportback | $24,490 | L4 | 2.0 | 113 | 198 | C | 1335 | 10.5 | – | 8.3 | 91 | – | | F |
| VR Sportback | $25,890 | L4 | 2.0 | 113 | 198 | M5 | 1320 | 9.5 | – | 7.9 | 91 | – | | F |
| VR Sportback | $28,390 | L4 | 2.0 | 113 | 198 | C | 1350 | 10.5 | – | 8.3 | 91 | – | | F |
| VRX Sportback | $29,990 | L4 | 2.4 | 125 | 226 | M5 | 1355 | n/a | – | 8.8 | 91 | – | | F |
| VRX Sportback | $32,490 | L4 | 2.4 | 125 | 226 | C | 1385 | n/a | – | 8.9 | 91 | – | | F |
| Ralliart Sportback | $43,890 | L4T | 2.0 | 177 | 343 | S6 | 1355 | *6.3* | *14.5* | 10.2 | 98 | – | 12/08 | A |
| Evolution | $61,190 | L4T | 2.0 | 217 | 366 | M5 | 1565 | *6.3* | *14.4* | 10.2 | 98 | 63 | 08/08 | A |
| Evolution TC-SST | $66,190 | L4T | 2.0 | 217 | 366 | S6 | 1595 | – | – | 10.5 | 98 | 63 | | A |
| Evolution MR TC-SST | $73,390 | L4T | 2.0 | 217 | 366 | S6 | 1625 | – | – | 10.5 | 98 | 60 | | A |

### Grandis Finally, a stylish, desirable MPV

☑ Clever Grandis still a smart looker, a decent drive and a good performer
☒ Four-speed auto; light steering; luggage capacity takes a dive with seven on board
- **The Pick:** Surprise, surprise, it's the VRX, but it isn't quite as good as Honda's Odyssey

| | Price | Eng type | Eng size | Power | Torque | Trans. | Kerb weight | 0-100 km/h | 0-400 metres | Fuel cons. | RON | Resale % | Issue tested | Drive |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| VRX | $44,950 | L4 | 2.4 | 120 | 216 | A4 | 1660 | – | – | 10.4 | 91 | 58 | | F |

### Outlander Mitsu's big softie, now freshly facelifted

☑ Finally, a V6; seven-seat option; split-tailgate; price; much-needed ESP now standard
☒ Struggles with understeer and wheelspin in front-drive mode; hard cabin plastics
- **The Pick:** A big softie in every sense, and most likeable as an LS manual

| | Price | Eng type | Eng size | Power | Torque | Trans. | Kerb weight | 0-100 km/h | 0-400 metres | Fuel cons. | RON | Resale % | Issue tested | Drive |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| LS | $32,990 | L4 | 2.4 | 125 | 226 | M5 | 1560 | 9.6 | 16.8 | 9.5 | 91 | – | 09/08 | PA |
| LS | $35,490 | L4 | 2.4 | 125 | 226 | C | 1580 | – | – | 9.3 | 91 | – | | PA |
| LS 7 seat | $37,440 | L4 | 2.4 | 125 | 226 | C | 1580 | – | – | 9.3 | 91 | – | | PA |
| XLS | $39,990 | L4 | 2.4 | 125 | 226 | C | 1600 | – | – | 9.3 | 91 | – | | PA |
| XLS Luxury 7 seat | $44,990 | L4 | 2.4 | 125 | 226 | C | 1635 | – | – | 9.3 | 91 | – | | PA |
| VR | $39,990 | V6 | 3.0 | 169 | 291 | A6 | 1640 | – | – | 10.9 | 91 | – | | PA |
| VR 7 seat | $41,190 | V6 | 3.0 | 169 | 291 | A6 | 1675 | – | – | 10.9 | 91 | – | | PA |
| RX Sports 5 seat | $41,990 | V6 | 3.0 | 169 | 291 | A6 | 1640 | – | – | 10.9 | 91 | – | | PA |
| VRX | $45,490 | V6 | 3.0 | 169 | 291 | A6 | 1660 | – | – | 10.9 | 91 | – | | PA |
| VRX Luxury 7 seat | $49,990 | V6 | 3.0 | 169 | 291 | A6 | 1695 | – | – | 10.9 | 91 | – | | PA |

### Challenger It's a Triton wagon, basically

☑ Wedges between Outlander and Pajero in the Mitsu SUV stable
☒ Separate chassis is shared with Triton, as is the budget-feeling interior
- **The Pick:** Dual-range 'box and grunty diesel makes this the SUV pick if you head off road

| | Price | Eng type | Eng size | Power | Torque | Trans. | Kerb weight | 0-100 km/h | 0-400 metres | Fuel cons. | RON | Resale % | Issue tested | Drive |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| LS | $44,490 | L4TD | 2.5 | 131 | 400 | M5 | 2041 | – | – | 8.3 | D | – | | A |
| LS | $46,990 | L4TD | 2.5 | 131 | 350 | A5 | 2051 | – | – | 9.8 | D | – | | A |
| LS 7-seat | $48,890 | L4TD | 2.5 | 131 | 350 | A5 | 2106 | – | – | 9.8 | D | – | | A |
| XLS | $56,990 | L4TD | 2.5 | 131 | 350 | A5 | 2059 | – | – | 9.8 | D | – | | A |
| XLS 7-seat | $58,890 | L4TD | 2.5 | 131 | 350 | A5 | 2110 | – | – | 9.8 | D | – | | A |

### Pajero Mitsu's staple family workhorse

☑ Tough family transporter is also a proper off-roader; new diesel more economical
☒ Feels old and creaky; thirsty V6; ponderous dynamics; heavy and expensive
- **The Pick:** The thrifty diesel, but unless you venture off-road often, think Territory or CX-9

| | Price | Eng type | Eng size | Power | Torque | Trans. | Kerb weight | 0-100 km/h | 0-400 metres | Fuel cons. | RON | Resale % | Issue tested | Drive |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| R 3dr | $45,490 | V6 | 3.8 | 182 | 329 | A5 | 2003 | – | – | 13.5 | 91 | – | | PA |
| R 3dr | $47,490 | L4TD | 3.2 | 147 | 441 | A5 | 2088 | – | – | 8.8 | D | – | | PA |
| X 3dr | $52,490 | V6 | 3.8 | 182 | 329 | A5 | 2061 | – | – | 13.5 | 91 | – | | PA |
| X 3dr | $54,990 | L4TD | 3.2 | 147 | 441 | A5 | 2146 | – | – | 8.8 | D | – | | PA |
| GL | $49,290 | L4TD | 3.2 | 147 | 441 | M5 | 2273 | – | – | 8.4 | D | – | | PA |
| GL | $52,290 | L4TD | 3.2 | 147 | 441 | A5 | 2263 | – | – | 9.2 | D | – | | PA |
| GLX | $52,290 | V6 | 3.8 | 175 | 329 | M5 | 2045 | – | – | 13.7 | 91 | – | | PA |
| GLX | $55,290 | V6 | 3.8 | 184 | 329 | A5 | 2178 | – | – | 13.5 | 91 | – | | PA |
| GLX | $54,290 | L4TD | 3.2 | 147 | 441 | M5 | 2273 | – | – | 8.4 | D | – | | PA |
| GLX | $57,290 | L4TD | 3.2 | 147 | 441 | A5 | 2263 | – | – | 9.2 | D | – | | PA |
| GLS | $52,290 | V6 | 3.8 | 175 | 329 | M5 | 2178 | – | – | 13.7 | 91 | – | | PA |
| GLS | $57,790 | V6 | 3.8 | 184 | 329 | A5 | 2178 | – | – | 13.5 | 91 | – | | PA |
| GLS | $58,290 | L4TD | 3.2 | 147 | 441 | M5 | 2273 | – | – | 8.4 | D | – | | PA |
| GLS | $61,290 | L4TD | 3.2 | 147 | 441 | A5 | 2263 | – | – | 9.2 | D | – | | PA |

**NEW ARRIVALS**
New models
for the month
highlighted

# Showroom

| | Price | Eng type | Eng size | Power | Torque | Trans. | Kerb weight | 0-100 km/h | 0-400 metres | Fuel cons. | RON | Resale % | Issue tested | Drive |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| VRX | $65,490 | V6 | 3.8 | 184 | 329 | A5 | 2200 | – | – | 13.5 | 91 | – | | PA |
| VRX | $67,990 | L4TD | 3.2 | 147 | 441 | A5 | 2285 | – | – | – | D | – | | PA |
| Exceed | $74,290 | V6 | 3.8 | 184 | 329 | A5 | 2252 | – | – | 13.5 | 91 | – | | PA |
| Exceed | $76,790 | L4TD | 3.2 | 147 | 441 | A5 | 2337 | – | – | 9.2 | D | – | | PA |

## Morgan

2yr/100,000km
www.morgancars.com.au

### Aero 8 — Cross-eyed variation on roadster theme

☑ Recent upgrade includes superb BMW 4.8-litre V8; certainly sounds good and goes hard
☒ Styling said to be aerodynamic, but only Aero 8's mother could really love it
• **The Pick:** If you already own every other $250K car on sale ... maybe

| | Price | Eng type | Eng size | Power | Torque | Trans. | Kerb weight | 0-100 km/h | 0-400 metres | Fuel cons. | RON | Resale % | Issue tested | Drive |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | $255,000 | V8 | 4.8 | 270 | 490 | M6 | 1145 | 4.5 | – | 11.2 | 95 | – | | R |
| | $264,000 | V8 | 4.8 | 270 | 490 | A6 | 1145 | 4.2 | – | 10.8 | 95 | – | | R |

### Aero Supersports — Hardtop roadster version of Aeromax

☑ As above, it's the engine that nails it
☒ But it's even more expensive...
• **The Pick:** Very hard to see where the extra $125K over the Aero 8 went...

| | Price | Eng type | Eng size | Power | Torque | Trans. | Kerb weight | 0-100 km/h | 0-400 metres | Fuel cons. | RON | Resale % | Issue tested | Drive |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | $375,000 | V8 | 4.8 | 267 | 490 | M6 | 1185 | 4.5 | – | 11.2 | 95 | – | | R |
| | $384,000 | V8 | 4.8 | 267 | 490 | A6 | 1185 | 4.2 | – | 10.8 | 95 | – | | R |

**PLASTIC SURGERY**

Nissan's half-hatch, half-SUV has gone under the surgeon's knife, with this mid-life facelift revealing a much better looking Dualis. Apart from the new front end design and LED tail-lights, Nissan has designed a new interior with a central LCD screen, additional storage and footwell lights. No major drivetrain changes, but Nissan is promising improved refinement, while the seven-seat Dualis is "under consideration" for Oz.

## Nissan

3yr/100,000km
www.nissan.com.au

### Micra — Nissan's tiny city car is back in Oz after 10 years

☑ Neutral handling; zippy engine; optional dual side and curtain airbags...
☒ ... offset by centre-rear belt being lap-only; doughy four-speed auto; rear headroom
• **The Pick:** Nissan's Pikachu-faced baby is a good little 'un. It's light, and cheap for an auto

| | Price | Eng type | Eng size | Power | Torque | Trans. | Kerb weight | 0-100 km/h | 0-400 metres | Fuel cons. | RON | Resale % | Issue tested | Drive |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | $15,990 | L4 | 1.4 | 72 | 137 | A4 | 965 | – | – | 6.8 | 91 | 61 | 07/08 | F |
| City Collection | $17,990 | L4 | 1.4 | 72 | 137 | A4 | 965 | – | – | 6.8 | 91 | 61 | | F |

### Tiida — A far superior Pulsar replacement, but...

☑ Hugely roomy; slick six-speed 'box; flexible engine; ST is cheap; ST-L gets curtains
☒ Interior feels cheap; body feels tinny; crashy ride quality; not value at Q and Ti level
• **The Pick:** Decent value in ST spec, but Tiida finished last in our small-car megatest...

| | Price | Eng type | Eng size | Power | Torque | Trans. | Kerb weight | 0-100 km/h | 0-400 metres | Fuel cons. | RON | Resale % | Issue tested | Drive |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ST hatch | $18,990 | L4 | 1.8 | 93 | 174 | M6 | 1110 | – | – | 7.6 | 91 | 59 | | F |
| ST hatch | $21,240 | L4 | 1.8 | 93 | 174 | A4 | 1124 | – | – | 7.8 | 91 | 59 | | F |
| ST sedan | $18,990 | L4 | 1.8 | 93 | 174 | M6 | 1128 | – | – | 7.6 | 91 | 59 | | F |
| ST sedan | $21,240 | L4 | 1.8 | 93 | 174 | A4 | 1142 | – | – | 7.8 | 91 | 59 | | F |
| ST-L hatch | $20,990 | L4 | 1.8 | 93 | 174 | M6 | 1120 | – | – | 7.6 | 91 | 59 | | F |
| ST-L hatch | $23,240 | L4 | 1.8 | 93 | 174 | A4 | 1134 | – | – | 7.8 | 91 | 59 | | F |
| ST-L sedan | $20,990 | L4 | 1.8 | 93 | 174 | M6 | 1128 | – | – | 7.6 | 91 | 59 | | F |
| ST-L sedan | $23,240 | L4 | 1.8 | 93 | 174 | A4 | 1142 | – | – | 7.8 | 91 | 59 | | F |
| Q hatch | $23,990 | L4 | 1.8 | 93 | 174 | M6 | 1158 | 9.5 | 16.8 | 7.6 | 91 | 58 | 07/09 | F |
| Q hatch | $26,240 | L4 | 1.8 | 93 | 174 | A4 | 1172 | – | – | 7.8 | 91 | 59 | | F |
| Ti sedan | $26,240 | L4 | 1.8 | 93 | 174 | A4 | 1142 | – | – | 7.8 | 91 | 57 | | F |

### Maxima — Maximum metal for the money

☑ Outstanding value – leather and xenons standard for $34K; terrific comfort and luxury
☒ Still only slightly more sporting than a game of lawn bowls; 3.5 outruns the chassis
• **The Pick:** 2.5-litre V6 is a smooth-spinning honey, and excellent value. Highly underrated

| | Price | Eng type | Eng size | Power | Torque | Trans. | Kerb weight | 0-100 km/h | 0-400 metres | Fuel cons. | RON | Resale % | Issue tested | Drive |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 250 ST-L | $33,990 | V6 | 2.5 | 134 | 228 | C | 1516 | – | – | 9.5 | 91 | 46 | 02/10 | F |
| 350 ST-S | $37,990 | V6 | 3.5 | 185 | 326 | C | 1535 | – | – | 10.2 | 95 | 46 | | F |
| 350 Ti | $46,990 | V6 | 3.5 | 185 | 326 | C | 1563 | – | – | 10.2 | 95 | 45 | 02/10 | F |

### 370Z — Nissan's cut-price Cayman

☑ Now faster and sharper; big-hearted 3.7 V6; sweetly balanced; trick auto-blip manual
☒ Engine still rather coarse; manual shift a tad clunky; ride quality on rough roads
• **The Pick:** It's no son-of-Godzilla, but still a tyre fryin' hoot on smooth hotmix

| | Price | Eng type | Eng size | Power | Torque | Trans. | Kerb weight | 0-100 km/h | 0-400 metres | Fuel cons. | RON | Resale % | Issue tested | Drive |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | $67,990 | V6 | 3.5 | 245 | 363 | M6 | 1471 | 5.6 | 12.6 | 10.5 | 95 | 55 | 02/10 | R |
| | $70,990 | V6 | 3.5 | 245 | 363 | A7 | 1485 | – | – | 10.5 | 95 | 55 | 02/10 | R |

### GT-R — Godzilla returns

☑ Cutting-edge tech delivers supercar pace and dynamics, mixed with user-friendliness
☒ Very firm ride over rough urban tarmac; dual-clutch 'box is clunky at low speeds
• **The Pick:** This kind of performance will cost you twice the price in a Porsche showroom

| | Price | Eng type | Eng size | Power | Torque | Trans. | Kerb weight | 0-100 km/h | 0-400 metres | Fuel cons. | RON | Resale % | Issue tested | Drive |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | $155,800 | V6TT | 3.8 | 357 | 588 | S6 | 1740 | 3.5 | – | 12.4 | 98 | 60 | | A |
| Premium | $159,800 | V6TT | 3.8 | 357 | 588 | S6 | 1740 | 4.0 | 12.1 | 12.4 | 98 | 60 | 02/10 | A |

### Dualis — Part Golf, part RAV4

☑ Roomy and good looking hatch-SUV crossbreed; good dynamics; keen engine
☒ Heavy for its size; lethargic performance with CVT; ride deteriorates on rough roads
• **The Pick:** Lighter, cheaper front-drive models offer lots of room and versatility for the cash

| | Price | Eng type | Eng size | Power | Torque | Trans. | Kerb weight | 0-100 km/h | 0-400 metres | Fuel cons. | RON | Resale % | Issue tested | Drive |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ST | $24,990 | L4 | 2.0 | 102 | 198 | M6 | 1422 | – | – | 8.2 | 91 | 54 | | F |
| ST | $27,490 | L4 | 2.0 | 102 | 198 | C | 1445 | – | – | 8.3 | 91 | 62 | | F |
| Ti | $27,990 | L4 | 2.0 | 102 | 198 | M6 | 1442 | – | – | 8.2 | 91 | 56 | | F |
| Ti | $30,490 | L4 | 2.0 | 102 | 198 | C | 1465 | – | – | 8.3 | 91 | 66 | | F |
| ST AWD | $26,990 | L4 | 2.0 | 102 | 198 | M6 | 1429 | – | – | 8.4 | 91 | 54 | | PA |
| ST AWD | $29,490 | L4 | 2.0 | 102 | 198 | C | 1451 | – | – | 8.5 | 91 | 61 | | PA |
| Ti AWD | $29,990 | L4 | 2.0 | 102 | 198 | M6 | 1454 | – | – | 8.4 | 91 | 56 | 08/07 | PA |
| Ti AWD | $32,490 | L4 | 2.0 | 102 | 198 | C | 1477 | – | – | 8.5 | 91 | 65 | | PA |

### X-Trail — X doesn't mark the spot

☑ Spacious and flexible cabin; strong drivetrains; NVH levels superior to old car
☒ Same-again looks; soft handling; jittery ride; budget interior; limited off-road ability
• **The Pick:** Yet another soggy and dopey-looking SUV. VW's Tiguan is *much* better

| | Price | Eng type | Eng size | Power | Torque | Trans. | Kerb weight | 0-100 km/h | 0-400 metres | Fuel cons. | RON | Resale % | Issue tested | Drive |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ST | $32,990 | L4 | 2.5 | 125 | 226 | M6 | 1525 | 9.8 | – | 9.3 | 91 | 58 | | PA |
| ST | $35,490 | L4 | 2.5 | 125 | 226 | C | 1525 | 9.0 | 16.6 | 9.5 | 91 | 57 | 09/08 | PA |
| ST-L | $37,740 | L4 | 2.5 | 125 | 226 | M6 | 1525 | 9.8 | – | 9.3 | 91 | 59 | | PA |
| ST-L | $40,240 | L4 | 2.5 | 125 | 226 | C | 1525 | 10.3 | – | 9.5 | 91 | 59 | | PA |
| TS | $37,740 | L4TD | 2.0 | 127 | 360 | M6 | 1566 | 10.0 | – | 7.4 | D | 60 | | PA |
| TS | $39,990 | L4TD | 2.0 | 110 | 320 | A6 | 1566 | 11.2 | – | 8.1 | D | 60 | | PA |
| Ti | $42,490 | L4 | 2.5 | 125 | 226 | M6 | 1566 | 9.8 | – | 9.3 | 91 | 58 | 08/07 | PA |
| Ti | $44,990 | L4 | 2.5 | 125 | 226 | C | 1566 | 10.3 | – | 9.5 | 91 | 58 | | PA |
| TL | $42,990 | L4TD | 2.0 | 127 | 360 | M6 | 1566 | 10.0 | – | 7.4 | D | 60 | | PA |
| TL | $45,240 | L4TD | 2.0 | 110 | 320 | A6 | 1566 | 11.2 | – | 8.1 | D | 60 | | PA |

**We said:** "X-Trail has brittle plastics that would look more at home on a Toys-R-Us reject shelf"
**SEAN POPPITT – SEPTEMBER 2008**

### Murano — Sci-fi styling cloaks a hugely competent SUV

☑ Freshly updated, now with more power; roomy and comfortable interior; stacked with kit
☒ Improved handling, but understeer is still the default setting; lifeless steering
• **The Pick:** ST is good value, if you're after a big, comfy, reliable Labrador of a family car

| | Price | Eng type | Eng size | Power | Torque | Trans. | Kerb weight | 0-100 km/h | 0-400 metres | Fuel cons. | RON | Resale % | Issue tested | Drive |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ST | $45,990 | V6 | 3.5 | 191 | 336 | C | 1822 | 8.0 | – | 10.9 | 95 | 62 | 05/09 | A |
| Ti | $55,890 | V6 | 3.5 | 191 | 336 | C | 1832 | 8.0 | – | 10.9 | 95 | 60 | 02/10 | A |

### Pathfinder — A bigger, better Pathfinder – but it's still a tank

☑ Not as big or as heavy as larger off-roaders; impressive drivetrains; purposeful styling ...
☒ ... but also excessively boxy; can't hide its size or weight dynamically; poor packaging
• **The Pick:** The V6 petrol for its guts, if not its thirst

| | Price | Eng type | Eng size | Power | Torque | Trans. | Kerb weight | 0-100 km/h | 0-400 metres | Fuel cons. | RON | Resale % | Issue tested | Drive |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ST | $47,490 | L4TD | 2.5 | 126 | 403 | M6 | 2262 | – | – | 9.0 | D | 60 | | PA |
| ST | $50,490 | L4TD | 2.5 | 126 | 403 | A5 | 2272 | – | – | 10.1 | D | 60 | | PA |
| ST-L | $51,990 | L4TD | 2.5 | 126 | 403 | M6 | 2259 | – | – | 9.0 | D | 60 | | PA |
| ST-L | $54,990 | L4TD | 2.5 | 126 | 403 | A5 | 2269 | – | – | 10.1 | D | 60 | | PA |
| ST-L | $55,490 | V6 | 4.0 | 198 | 385 | A5 | 2217 | – | – | 13.5 | 91 | 56 | | PA |
| Ti | $62,240 | V6 | 4.0 | 198 | 385 | A5 | 2251 | – | – | 13.5 | 91 | 56 | | PA |
| Ti | $62,740 | L4TD | 2.5 | 126 | 403 | A5 | 2303 | – | – | 10.1 | D | 60 | | PA |

### Patrol — Hectares of 4WD for the money

☑ Huge, roomy, and oh-so-tough, as you'd expect with a Patrol; diesel economy a plus
☒ Weight; dynamics; stuff-youse-all image when used in cities; almost as big as the QEII
• **The Pick:** You'll feel like King of the Rodeo in an ST 3.0 manual

| | Price | Eng type | Eng size | Power | Torque | Trans. | Kerb weight | 0-100 km/h | 0-400 metres | Fuel cons. | RON | Resale % | Issue tested | Drive |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| DX 3.0 | $53,190 | L4TD | 3.0 | 118 | 380 | M5 | 2458 | – | – | 10.9 | D | 61 | | PA |
| DX 3.0 | $56,190 | L4TD | 3.0 | 118 | 354 | A4 | 2448 | – | – | 11.8 | D | 61 | | PA |
| ST 3.0 | $54,690 | L4TD | 3.0 | 118 | 380 | M5 | 2638 | – | – | 10.9 | D | 61 | | PA |
| ST 3.0 | $57,690 | L4TD | 3.0 | 118 | 354 | A4 | 2518 | – | – | 11.8 | D | 61 | | PA |
| ST 4.8 | $58,990 | L6 | 4.8 | 180 | 400 | A5 | 2518 | – | – | 17.2 | 91 | 61 | | PA |
| ST-L 3.0 | $60,690 | L4TD | 3.0 | 118 | 380 | M5 | 2578 | – | – | 10.9 | D | 61 | | PA |
| ST-L 3.0 | $63,690 | L4TD | 3.0 | 118 | 354 | A4 | 2638 | – | – | 11.8 | D | 61 | | PA |
| ST-L 4.8 | $62,990 | L6 | 4.8 | 180 | 400 | A5 | 2541 | – | – | 17.2 | 91 | 61 | | PA |
| Ti 3.0 | $71,690 | L4TD | 3.0 | 118 | 354 | A5 | 2450 | – | – | 11.8 | D | 59 | | PA |
| Ti 4.8 | $77,990 | L6 | 4.8 | 180 | 400 | A5 | 2531 | – | – | 17.2 | 91 | 59 | | PA |

Recommended Retail Price at time of publication
L=in-line, V=vee, F=flat, R=rotary. Number of cyls or rotors. T=turbo, S=s'charged, D=diesel, H=hybrid
Litres
Kilowatts
Newton metres
M=manual, A=automatic, S=sequential, C=CVT
Kilograms
0-100km/h acceleration, in secs (*Wheels* tested figures in italics)
0-400m acceleration, in secs (*Wheels* tested figures in italics)
Fuel consumption in Litres/100km
Recommended octane rating
RedBook predicted resale rating, retained after 3 years
When we drove it
F= Front drive, R=Rear drive, A=All drive, PA=Part-time all drive

Buy, Sell, Value & Research Cars at carsales.com.au
Australia's No.1 Auto Website

## Pagani

2yr/20,000km
www.supercarinvestments.com.au

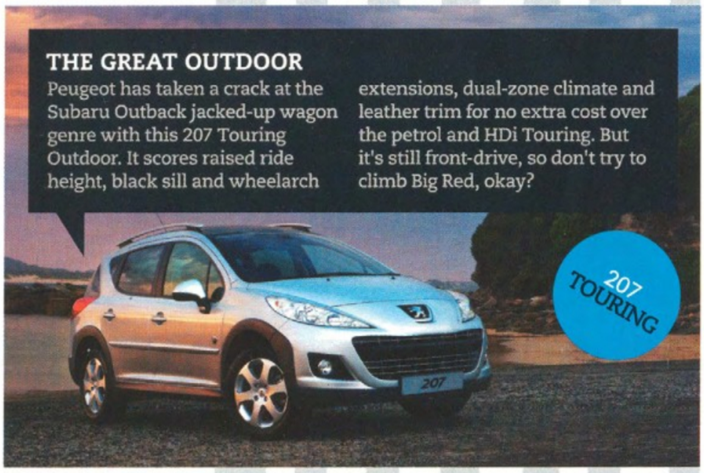
### Zonda Italian with a rapidly swelling ... reputation

☑ Horatio Pagani's people know how to craft an incredible supercar from the ground up
☒ All that craftsmanship isn't cheap; no Zonda F in the country – yet
• **The Pick:** Any one of them will fulfil your childhood supercar desires

| Model | Price | Eng type | Eng size | Power | Torque | Trans. | Kerb weight | 0-100 km/h | 0-400 metres | Fuel cons. | RON | Resale % | Issue tested | Drive |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| C12S | $1,303,847 | V12 | 7.3 | 408 | 750 | M6 | 1280 | 3.7 | – | – | 98 | – | 08/03 | RW |
| C12S Roadster | $1,508,404 | V12 | 7.3 | 408 | 750 | M6 | 1280 | 3.7 | – | – | 98 | – | | RW |
| F C12S | $1,433,232 | V12 | 7.3 | 443 | 760 | M6 | 1230 | 3.6 | – | – | 98 | – | | RW |
| F C12S Roadster | $1,605,405 | V12 | 7.3 | 443 | 760 | M6 | 1230 | 3.6 | – | – | 98 | – | | RW |

## THE GREAT OUTDOOR

Peugeot has taken a crack at the Subaru Outback jacked-up wagon genre with this 207 Touring Outdoor. It scores raised ride height, black sill and wheelarch extensions, dual-zone climate and leather trim for no extra cost over the petrol and HDi Touring. But it's still front-drive, so don't try to climb Big Red, okay?



## Peugeot

3yr/100,000km
www.peugeot.com.au

### 207 A bigger little Pug

☑ 1.6 turbo petrols are strong; GTi's smooth-road handling; diesel sips like a hybrid
☒ Electric steering offers no real feel; jiggly and annoying ride; outmoded four-speed auto
• **The Pick:** GTi fast but flawed; *please* bring back the spirit of the 205 GTi

| Model | Price | Eng type | Eng size | Power | Torque | Trans. | Kerb weight | 0-100 km/h | 0-400 metres | Fuel cons. | RON | Resale % | Issue tested | Drive |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| XR 3dr | $20,990 | L4 | 1.4 | 55 | 120 | M5 | 1213 | 13.9 | – | 6.3 | 95 | 64 | | F |
| XR | $22,490 | L4 | 1.4 | 65 | 133 | M5 | 1224 | 12.7 | – | 6.4 | 95 | 63 | | F |
| XT | $25,990 | L4 | 1.6 | 88 | 160 | M5 | 1275 | 9.6 | – | 6.1 | 95 | 64 | | F |
| XT | $27,990 | L4 | 1.6 | 88 | 160 | A4 | 1321 | 11.4 | – | 7.0 | 95 | 64 | | F |
| XT HDi | $28,990 | L4TD | 1.6 | 80 | 240 | M5 | 1328 | 10.1 | – | 4.8 | D | 64 | 04/07 | F |
| GTi | $34,490 | L4T | 1.6 | 128 | 240 | M5 | 1250 | 7.1 | – | 7.2 | 95 | 61 | | F |
| XT Touring | $29,990 | L4 | 1.6 | 88 | 160 | A4 | 1335 | 11.5 | – | 7.0 | 95 | 63 | | F |
| XT HDi Touring | $30,790 | L4TD | 1.6 | 80 | 240 | M5 | 1350 | 10.3 | – | 5.0 | D | 63 | | F |

### 207 CC Second time around

☑ Refined engines all round, including the peppy turbo; now bigger and roomier
☒ Weird corporate frog face; rear seats handbag-only; inconsistent steering weight
• **The Pick:** Turbo Sport model the only one that feels zippy with all that weight, but it's exxy

| Model | Price | Eng type | Eng size | Power | Torque | Trans. | Kerb weight | 0-100 km/h | 0-400 metres | Fuel cons. | RON | Resale % | Issue tested | Drive |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | $35,990 | L4 | 1.6 | 88 | 160 | M5 | 1427 | 9.6 | – | 6.5 | 95 | 63 | | F |
| | $38,190 | L4 | 1.6 | 88 | 160 | A4 | 1466 | 11.4 | – | 7.2 | 95 | 63 | | F |
| Sport | $40,990 | L4T | 1.6 | 110 | 240 | M5 | 1493 | 8.6 | – | 7.2 | 95 | 63 | | F |

### 308 New, improved and endearingly French

☑ Disciplined, cohesive dynamics; classy interior; excellent 2.0 HDi and six-speed auto
☒ Slight turbo lag in XSE Turbo; design quirks; firm ride; hatches are outclassed by Golf
• **The Pick:** 2.0 HDi Touring with optional third-row is a well-executed MPV alternative

| Model | Price | Eng type | Eng size | Power | Torque | Trans. | Kerb weight | 0-100 km/h | 0-400 metres | Fuel cons. | RON | Resale % | Issue tested | Drive |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1.6 XS | $26,990 | L4 | 1.6 | 88 | 160 | M5 | 1362 | 10.8 | – | 6.7 | 95 | 61 | | F |
| 1.6 XS | $28,990 | L4 | 1.6 | 88 | 160 | A4 | 1387 | 12.9 | – | 7.3 | 95 | 61 | | F |
| 1.6 HDi XS | $30,990 | L4TD | 1.6 | 80 | 240 | M6 | 1397 | 11.3 | – | 4.9 | D | 61 | | F |
| 1.6 XSE | $31,390 | L4 | 1.6 | 88 | 160 | A4 | 1387 | 12.9 | – | 7.3 | 95 | 61 | | F |
| 1.6 XSE Turbo | $31,790 | L4T | 1.6 | 110 | 240 | M5 | 1402 | 8.8 | – | 7.1 | 95 | 61 | | F |
| 1.6 XSE Turbo | $33,590 | L4T | 1.6 | 103 | 240 | A4 | 1430 | 10.2 | – | 7.9 | 95 | 61 | 04/08 | F |
| 1.6 HDi XSE EGC | $34,490 | L4TD | 1.6 | 80 | 240 | S6 | 1409 | 11.3 | – | 4.7 | D | 61 | | F |
| 2.0 HDi XSE | $34,590 | L4TD | 2.0 | 100 | 320 | M6 | 1496 | 10.1 | – | 5.5 | D | 61 | | F |
| 1.6 XTE | $35,790 | L4T | 1.6 | 103 | 240 | A4 | 1430 | 10.2 | – | 7.9 | 95 | 61 | | F |
| 2.0 HDi XSE | $36,790 | L4TD | 2.0 | 100 | 320 | A6 | 1522 | 10.5 | – | 6.8 | D | 61 | | F |
| 2.0 HDi XTE | $38,990 | L4TD | 2.0 | 100 | 320 | A6 | 1522 | 10.5 | – | 6.8 | D | 61 | | F |
| 1.6 XTS Turbo | $39,990 | L4T | 1.6 | 128 | 240 | M6 | 1471 | 8.3 | – | 7.6 | 95 | 61 | | F |
| 1.6 XS Touring | $31,590 | L4 | 1.6 | 88 | 160 | A4 | 1541 | 16.1 | – | 7.7 | 95 | 64 | | F |
| 1.6 HDi XS Touring | $33,590 | L4TD | 1.6 | 80 | 240 | M6 | 1570 | 14.2 | – | 5.3 | D | 64 | | F |
| 1.6 XSE Touring | $33,990 | L4 | 1.6 | 88 | 160 | A4 | 1541 | 16.1 | – | 7.7 | 95 | 64 | | F |
| 1.6 XSE Touring | $36,190 | L4T | 1.6 | 103 | 240 | A4 | 1577 | 12.6 | – | 8.2 | 95 | 64 | | F |
| 2.0 HDi XS Touring | $36,990 | L4TD | 2.0 | 100 | 320 | A6 | 1675 | 13.2 | – | 7.1 | D | 64 | | F |
| 2.0 HDi XSE Touring | $37,190 | L4TD | 2.0 | 100 | 320 | M6 | 1650 | 12.0 | – | 5.9 | D | 64 | | F |
| 2.0 HDi XSE Touring | $39,390 | L4TD | 2.0 | 100 | 320 | A6 | 1675 | 13.2 | – | 7.1 | D | 64 | | F |

### 308 CC It's all about the looks

☑ Fairly glam to look at, and with a slick interior; impressive diesel and six-speed auto
☒ It's expensive, heavy and slow
• **The Pick:** Dodge the four-speed auto, and go for the 1.6 manual or 2.0 HDi. Or a VW Eos

| Model | Price | Eng type | Eng size | Power | Torque | Trans. | Kerb weight | 0-100 km/h | 0-400 metres | Fuel cons. | RON | Resale % | Issue tested | Drive |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1.6 | $48,990 | L4T | 1.6 | 110 | 240 | M6 | 1587 | 9.8 | – | 7.5 | 95 | 63 | | F |
| 1.6 | $50,990 | L4T | 1.6 | 103 | 240 | A4 | 1598 | 11.6 | – | 8.1 | 95 | 63 | | F |
| 2.0 HDi | $52,990 | L4TD | 2.0 | 100 | 320 | A6 | 1695 | 11.8 | – | 7.0 | D | 63 | | F |
| S 1.6 | $57,990 | L4 | 1.6 | 110 | 240 | A4 | 1598 | 11.6 | – | 8.1 | 95 | 63 | | F |
| S 2.0 HDi | $59,990 | L4TD | 2.0 | 100 | 320 | A6 | 1695 | 11.8 | – | 7.0 | D | 63 | 09/09 | F |

### 407 Coupe Fitting range-topper for 407

☑ Excellent TT diesel V6; handles better than sedan/wagon; room for four plus luggage
☒ Petrol V6's uninspiring performance and economy; not as pretty as the old 406 Coupe
• **The Pick:** HDi, but both variants are expensive and not very quick. Or very good.

| Model | Price | Eng type | Eng size | Power | Torque | Trans. | Kerb weight | 0-100 km/h | 0-400 metres | Fuel cons. | RON | Resale % | Issue tested | Drive |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| V6 | $69,800 | V6 | 3.0 | 155 | 290 | A6 | 1688 | 8.7 | – | 11.2 | 95 | 59 | | F |
| HDi | $74,500 | V6TTD | 2.7 | 150 | 440 | A6 | 1775 | *7.9* | *15.7* | 8.4 | D | 59 | 09/06 | F |

### 407 Polarising looks, polarising drive

☑ Neutral chassis; loaded with kit; great crash safety; V6s steer better than fours
☒ Poor rear-seat room; ST's steering and tall-gearing; ride miles adrift of Peugeots past
• **The Pick:** V6TT oiler is nice, but expensive, and Accord Euro outclasses the fours

| Model | Price | Eng type | Eng size | Power | Torque | Trans. | Kerb weight | 0-100 km/h | 0-400 metres | Fuel cons. | RON | Resale % | Issue tested | Drive |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SR HDi | $40,990 | L4TD | 2.0 | 100 | 320 | M6 | 1580 | 9.8 | – | 5.9 | D | 59 | | F |
| ST Touring | $48,190 | L4 | 2.2 | 116 | 217 | A4 | 1646 | 11.1 | – | 9.6 | 95 | 59 | | F |
| ST HDi | $43,990 | L4TD | 2.0 | 100 | 320 | M6 | 1580 | 9.8 | – | 5.9 | D | 59 | | F |
| ST HDi | $46,190 | L4TD | 2.0 | 100 | 320 | A6 | 1616 | 10.7 | – | 6.7 | D | 59 | | F |
| ST HDi Touring | $49,190 | L4TD | 2.0 | 100 | 320 | A6 | 1671 | 11.2 | – | 6.8 | D | 59 | | F |
| SV Touring | $59,990 | V6 | 3.0 | 155 | 290 | A6 | 1715 | 8.7 | – | 9.9 | 95 | 59 | | F |
| SV HDi | $62,990 | V6TTD | 2.7 | 150 | 440 | A6 | 1775 | *9.1* | *16.6* | 8.4 | D | 59 | 05/09 | F |
| SV HDi Touring | $65,990 | V6TTD | 2.7 | 150 | 440 | A6 | 1775 | 8.5 | – | 8.5 | D | 60 | | F |

### 4007 It's French for 'badge engineering'

☑ Exterior looks pretty good; torquey diesel and dual-clutch 'box are all new...
☒ ...but the body, interior and chassis are pure Outlander
• **The Pick:** Choose from five-seat ST or seven-seat SV. Both are a bit expensive, though

| Model | Price | Eng type | Eng size | Power | Torque | Trans. | Kerb weight | 0-100 km/h | 0-400 metres | Fuel cons. | RON | Resale % | Issue tested | Drive |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ST | $45,490 | L4TD | 2.2 | 115 | 380 | M6 | 1790 | 9.9 | – | 7.0 | D | – | | A |
| ST | $47,990 | L4TD | 2.2 | 115 | 380 | S6 | 1805 | 12.5 | – | 7.3 | D | – | | A |
| ST | $49,190 | L4TD | 2.2 | 115 | 380 | S6 | 1805 | 12.5 | – | 7.3 | D | – | | A |
| SV | $54,190 | L4TD | 2.2 | 115 | 380 | S6 | 1840 | 12.5 | – | 7.3 | D | – | | A |

## Porsche

2yr/unlimited
www.porsche.com.au

### Boxster Drop-top knockout

☑ Smashing engines; new PDK 'box; fabulous noise; brilliant balance; superb rigidity
☒ Variable-ratio steering less reactive on-centre than old car's; ride a bit harsh on big rims
• **The Pick:** Still the world's best roadster. Pick the S to crank the excitement up a notch

| Model | Price | Eng type | Eng size | Power | Torque | Trans. | Kerb weight | 0-100 km/h | 0-400 metres | Fuel cons. | RON | Resale % | Issue tested | Drive |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | $114,800 | F6 | 2.9 | 188 | 290 | M6 | 1355 | 5.9 | – | 9.4 | 95 | 65 | 05/09 | R |
| | $120,300 | F6 | 2.9 | 188 | 290 | S7 | 1355 | 5.6 | – | 9.1 | 95 | 65 | | R |
| S | $141,900 | F6 | 3.4 | 228 | 360 | M6 | 1355 | 5.3 | – | 9.8 | 95 | 63 | | R |
| S | $147,400 | F6 | 3.4 | 228 | 360 | S7 | 1355 | *5.0* | *13.1* | 9.4 | 95 | 63 | 07/09 | R |

### Cayman A sharper, sportier, edgier Boxster

☑ Great-handling Cayman its own thing, and the perfect stepping stone to King-Kong 911
☒ Some find its styling a little odd; costs more than Boxster; not as rewarding as a 911
• **The Pick:** Tightens the screws on the Boxster, but it's also more expensive. Go the S

| Model | Price | Eng type | Eng size | Power | Torque | Trans. | Kerb weight | 0-100 km/h | 0-400 metres | Fuel cons. | RON | Resale % | Issue tested | Drive |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | $124,400 | F6 | 2.9 | 195 | 300 | M6 | 1355 | 5.8 | – | 9.4 | 95 | 65 | | R |
| | $129,900 | F6 | 2.9 | 195 | 300 | S7 | 1355 | 5.5 | – | 9.1 | 95 | 65 | | R |
| S | $157,300 | F6 | 3.4 | 235 | 370 | M6 | 1355 | 5.2 | – | 9.8 | 95 | 63 | 06/09 | R |
| S | $162,800 | F6 | 3.4 | 235 | 370 | S7 | 1355 | 4.9 | – | 9.4 | 95 | 63 | 03/09 | R |

### 911 Enduring king of the sports coupes

☑ Immensely fast, stable, precise and rewarding; new, tractable yet ballistic DI donks
☒ Variable-ratio steering lacks 996's on-centre reactivity; road noise; PDK's arse-about tip-shift
• **The Pick:** Any and all of 'em. From Carrera to GT2, the 911 is the perennial driver's car

| Model | Price | Eng type | Eng size | Power | Torque | Trans. | Kerb weight | 0-100 km/h | 0-400 metres | Fuel cons. | RON | Resale % | Issue tested | Drive |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Carrera | $224,700 | F6 | 3.6 | 254 | 390 | M6 | 1415 | 4.9 | – | 10.3 | 95 | 76 | | R |
| Carrera | $231,700 | F6 | 3.6 | 254 | 390 | S7 | 1445 | 4.7 | – | 9.8 | 95 | 76 | | R |
| Carrera 4 | $242,700 | F6 | 3.6 | 254 | 390 | M6 | 1470 | 5.0 | – | 10.6 | 95 | 76 | | A |
| Carrera 4 | $249,700 | F6 | 3.6 | 254 | 390 | S7 | 1500 | 4.8 | – | 10.1 | 95 | 76 | | A |
| Carrera Cabriolet | $247,100 | F6 | 3.6 | 254 | 390 | M6 | 1500 | 5.1 | – | 10.4 | 95 | 76 | | R |
| Carrera Cabriolet | $254,100 | F6 | 3.6 | 254 | 390 | S7 | 1530 | 4.9 | – | 9.9 | 95 | 76 | | R |
| Carrera S | $254,500 | F6 | 3.8 | 283 | 420 | M6 | 1425 | 4.7 | – | 10.6 | 95 | 76 | 02/10 | R |
| Carrera S | $261,500 | F6 | 3.8 | 283 | 420 | S7 | 1455 | *4.5* | *12.6* | 10.2 | 95 | 76 | 07/09 | R |
| Carrera 4 Cabriolet | $264,600 | F6 | 3.6 | 254 | 390 | M6 | 1555 | 5.2 | – | 10.8 | 95 | 76 | | A |
| Carrera 4 Cabriolet | $271,600 | F6 | 3.6 | 254 | 390 | S7 | 1585 | 5.0 | – | 10.3 | 95 | 76 | | A |
| Targa 4 | $264,300 | F6 | 3.6 | 254 | 390 | M6 | 1530 | 5.2 | – | 10.1 | 95 | 76 | | A |
| Targa 4 | $271,300 | F6 | 3.6 | 254 | 390 | S7 | 1560 | 5.0 | – | 10.3 | 95 | 76 | | A |
| Carrera 4S | $271,900 | F6 | 3.8 | 283 | 420 | M6 | 1480 | 4.7 | – | 11.0 | 95 | 76 | | A |
| Carrera 4S | $278,900 | F6 | 3.8 | 283 | 420 | S7 | 1510 | 4.5 | – | 10.5 | 95 | 76 | 11/08 | A |
| Carrera Cabriolet | $270,300 | F6 | 3.8 | 283 | 420 | M6 | 1510 | 4.9 | – | 10.8 | 95 | 76 | | R |
| Carrera Cabriolet | $277,300 | F6 | 3.8 | 283 | 420 | S7 | 1540 | 4.7 | – | 10.3 | 95 | 76 | | R |
| Carrera 4S Cabriolet | $287,400 | F6 | 3.8 | 283 | 420 | M6 | 1565 | 4.9 | – | 11.2 | 95 | 76 | | A |
| Carrera 4S Cabriolet | $294,400 | F6 | 3.8 | 283 | 420 | S7 | 1595 | 4.7 | – | 10.7 | 95 | 76 | | A |
| Targa 4S | $293,700 | F6 | 3.8 | 283 | 420 | M6 | 1540 | 4.9 | – | 10.5 | 95 | 72 | | A |
| Targa 4S | $300,700 | F6 | 3.8 | 283 | 420 | S7 | 1570 | 4.7 | – | 10.7 | 95 | 72 | | A |
| GT3 | $279,300 | F6 | 3.8 | 320 | 430 | M6 | 1395 | 4.1 | – | 12.8 | 95 | – | 06/09 | R |

| | Price | Eng type | Eng size | Power | Torque | Trans. | Kerb weight | 0-100 km/h | 0-400 metres | Fuel cons. | RON | Resale % | Issue tested | Drive |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Turbo | $361,100 | F6TT | 3.6 | 353 | 620 | M6 | 1585 | 3.9 | – | 12.8 | 98 | – | | A |
| Turbo | $369,100 | F6TT | 3.6 | 353 | 620 | A5 | 1620 | 3.7 | – | 13.6 | 98 | – | | A |
| Turbo Cabriolet | $386,800 | F6TT | 3.6 | 353 | 620 | M6 | 1655 | 4.0 | – | 12.9 | 98 | – | | A |
| Turbo Cabriolet | $394,800 | F6TT | 3.6 | 353 | 620 | A5 | 1690 | 3.8 | – | – | 98 | – | | A |
| GT2 | $447,500 | F6TT | 3.6 | 390 | 680 | M6 | 1440 | 3.7 | 11.5 | – | 98 | – | YB/08 | R |

### Panamera — Big bum; big expectations

☑ Brilliant grand tourer, with equally accomplished dynamics; honking twin-turbo V8
☒ There's way too much junk in the trunk for it to be called pretty; feels big around town
- **The Pick:** The 4S mixes a quick and creamy V8 with the best dynamics of the bunch

| | Price | Eng type | Eng size | Power | Torque | Trans. | Kerb weight | 0-100 km/h | 0-400 metres | Fuel cons. | RON | Resale % | Issue tested | Drive |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| S | $270,200 | V8 | 4.8 | 294 | 500 | S7 | 1800 | 5.4 | – | 10.8 | 95 | – | | R |
| 4S | $282,400 | V8 | 4.8 | 294 | 500 | S7 | 1860 | 5.0 | – | 11.1 | 95 | – | | A |
| Turbo | $364,900 | V8TT | 4.8 | 368 | 700 | S7 | 1970 | 4.2 | – | 12.2 | 98 | – | 08/09 | A |

### Cayenne — New engines, improved dynamics

☑ Capable off-road and handles well on it; Turbo's staggering performance
☒ Fidgety, over-firm ride; doesn't look right; interior not as good as VW Touareg
- **The Pick:** Those atmo V8s make beaut-handling Cayenne the driver's SUV

| | Price | Eng type | Eng size | Power | Torque | Trans. | Kerb weight | 0-100 km/h | 0-400 metres | Fuel cons. | RON | Resale % | Issue tested | Drive |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| V6 | $102,500 | V6 | 3.6 | 213 | 385 | A6 | 2235 | 8.5 | – | 12.9 | 95 | 64 | 08/07 | A |
| Diesel | $103,700 | V6TD | 3.0 | 176 | 550 | A6 | 2240 | 8.3 | – | 9.3 | D | 63 | 04/09 | A |
| V8 S | $146,900 | V8 | 4.8 | 283 | 500 | A6 | 2300 | 6.8 | – | 14.9 | 95 | 63 | | A |
| GT-S | $164,100 | V8 | 4.8 | 298 | 500 | A6 | 2320 | 6.5 | – | 13.9 | 95 | 60 | 03/08 | A |
| Turbo | $237,200 | V8TT | 4.8 | 368 | 700 | A6 | 2430 | 5.1 | – | 14.9 | 98 | 63 | 03/07 | A |
| Turbo S | $281,400 | V8TT | 4.8 | 404 | 750 | A6 | 2430 | 4.8 | – | 14.9 | 98 | 63 | | A |

## Proton

3yr/unlimited
www.proton.com.au

### Savvy — The name fits, apart from that engine...

☑ Individual styling; decent ride and handling; five doors for $14K and chockers with gear
☒ Engine commands premium fuel, doesn't like revs and lacks low-down torque
- **The Pick:** Only marginally better than a Suzuki Alto. So not all that good, in other words

| | Price | Eng type | Eng size | Power | Torque | Trans. | Kerb weight | 0-100 km/h | 0-400 metres | Fuel cons. | RON | Resale % | Issue tested | Drive |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | $13,990 | L4 | 1.2 | 55 | 105 | M5 | 965 | – | – | 5.7 | 95 | – | | F |
| | $14,990 | L4 | 1.2 | 55 | 105 | S5 | 965 | – | – | 5.7 | 95 | 47 | | F |

### S16 — Oz's cheapest car

☑ Tempting bottom line; roomy interior and a large boot; decent performance
☒ There's no ABS or ESP, and only a driver's airbag; looks and feels as cheap as it is
- **The Pick:** There's only one, and it's likely better than its Savvy sibling. Or a Suzuki Alto.

| | Price | Eng type | Eng size | Power | Torque | Trans. | Kerb weight | 0-100 km/h | 0-400 metres | Fuel cons. | RON | Resale % | Issue tested | Drive |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | $11,990 | L4 | 1.6 | 82 | 148 | M5 | – | – | – | – | – | – | | F |

### Satria — Return of the hatch

☑ Drive-away prices; rear park sensors and ABS; Lotus-tuned chassis; hot R3 coming
☒ Gutless engine; four-speed auto; cruise control only on GXR auto
- **The Pick:** The GXR for its bigger, better rubber and superior handling

| | Price | Eng type | Eng size | Power | Torque | Trans. | Kerb weight | 0-100 km/h | 0-400 metres | Fuel cons. | RON | Resale % | Issue tested | Drive |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Neo GX | $14,990 | L4 | 1.6 | 82 | 148 | M5 | 1159 | – | – | 7.2 | 95 | 35 | | F |
| Neo GX | $16,990 | L4 | 1.6 | 82 | 148 | A4 | 1169 | – | – | 7.6 | 95 | 35 | | F |
| Neo GXR | $17,990 | L4 | 1.6 | 82 | 148 | M5 | 1184 | – | – | 7.2 | 95 | 35 | | F |
| Neo GXR | $19,990 | L4 | 1.6 | 82 | 148 | A4 | 1190 | – | – | 7.6 | 95 | 35 | | F |

### Persona — Gen-2 sprouts a boot

☑ Great dynamics; stacked with kit; interior design changes improved quality over Gen-2 ...
☒ ... but still scratchy plastics, torque-less engine and recalcitrant auto carry over; resale
- **The Pick:** Not a bad thing, but a Yaris sedan's probably preferable

| | Price | Eng type | Eng size | Power | Torque | Trans. | Kerb weight | 0-100 km/h | 0-400 metres | Fuel cons. | RON | Resale % | Issue tested | Drive |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1.6 | $16,990 | L4 | 1.6 | 82 | 148 | M5 | – | – | – | – | 95 | – | 07/08 | F |
| 1.6 | $18,990 | L4 | 1.6 | 82 | 148 | A4 | – | – | – | – | 95 | – | | F |

### Gen-2 — Good-looker, but still not quite there

☑ Attractive styling; funky dashboard; Lotus-tuned chassis well-balanced and grippy ...
☒ ... but not in the wet, thanks to awful tyres; quality doubts; rorty engine lacks torque
- **The Pick:** A bit of a runt of the small car litter, but GS not too bad for under $20K

| | Price | Eng type | Eng size | Power | Torque | Trans. | Kerb weight | 0-100 km/h | 0-400 metres | Fuel cons. | RON | Resale % | Issue tested | Drive |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| GX | $17,990 | L4 | 1.6 | 82 | 148 | M5 | 1225 | 11.2 | – | 7.1 | 95 | 51 | | F |
| GX | $19,990 | L4 | 1.6 | 82 | 148 | A4 | 1250 | 13.5 | – | 7.9 | 95 | 51 | | F |
| GXR | $20,990 | L4 | 1.6 | 82 | 148 | M5 | 1240 | 11.2 | – | 7.1 | 95 | 50 | | F |
| GXR | $22,990 | L4 | 1.6 | 82 | 148 | A4 | 1265 | 13.5 | – | 7.9 | 95 | 49 | | F |

### Jumbuck — The new Brumby by default

☑ Only small car-based ute on the market since Subaru's much-loved Brumby
☒ Ordinary quality and no Brumby-style 4WD; diabolical one-star crash rating
- **The Pick:** A rugged workhorse, but that one-star safety rating means it's best avoided

| | Price | Eng type | Eng size | Power | Torque | Trans. | Kerb weight | 0-100 km/h | 0-400 metres | Fuel cons. | RON | Resale % | Issue tested | Drive |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| GLS | $14,990 | L4 | 1.5 | 66 | 126 | M5 | 1045 | – | – | 7.1 | 91 | 54 | | F |
| GLSi | $16,990 | L4 | 1.5 | 66 | 126 | M5 | 1057 | – | – | 7.1 | 91 | 55 | 05/03 | F |

## Renault

3yr/unlimited
www.renault.com.au

### Clio — Small hatch; big thrills

☑ Wonderfully grippy, adjustable chassis; fierce yet flexible 2.0-litre four; Gallic charm
☒ Heavier than RS Clio II; close-geared six-speed means lots of cog swapping
- **The Pick:** Both will get you grinning, but if you can find an R27, jump on it

| | Price | Eng type | Eng size | Power | Torque | Trans. | Kerb weight | 0-100 km/h | 0-400 metres | Fuel cons. | RON | Resale % | Issue tested | Drive |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Renaultsport 197 | $36,490 | L4 | 2.0 | 145 | 215 | M6 | 1221 | 7.3 | 15.3 | 8.4 | 98 | 62 | 09/08 | F |
| R'sport F1 Team R27 | $39,990 | L4 | 2.0 | 145 | 215 | M6 | 1221 | 6.9 | – | 8.4 | 98 | 62 | 07/09 | F |

### Kangoo — Welcome to delivery-van cool

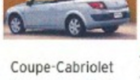
☑ We love it – great ride, rolly-but-grippy handling, surprising grunt
☒ Utilitarian-cool Kangoo with seats, and unusual Kangoo Trekka 4x4 not coming here
- **The Pick:** Opt for the utterly unpretentious Kangoo over any other small van on the market

| | Price | Eng type | Eng size | Power | Torque | Trans. | Kerb weight | 0-100 km/h | 0-400 metres | Fuel cons. | RON | Resale % | Issue tested | Drive |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1.5 dCi | $23,990 | L4TD | 1.5 | 62 | 200 | M5 | 1193 | – | – | 5.3 | D | 56 | | F |

### Megane II — Most discussed bum since Kylie's

☑ Supple ride of regular models; miles of storage in classy cabin; decent engines
☒ Electric steering lacks feel; hatch's tight back seat and smallish boot; auto saps power
- **The Pick:** We've seen base Expression at $20K, making it a uniquely attractive proposition

| | Price | Eng type | Eng size | Power | Torque | Trans. | Kerb weight | 0-100 km/h | 0-400 metres | Fuel cons. | RON | Resale % | Issue tested | Drive |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Expression sedan | $25,490 | L4 | 2.0 | 98 | 191 | M6 | 1280 | 9.2 | – | 8.2 | 95 | 50 | | F |
| Expression sedan | $27,990 | L4 | 2.0 | 98 | 191 | A4 | 1295 | 10.9 | – | 8.4 | 95 | 50 | | F |
| Privilege sedan | $32,490 | L4 | 2.0 | 98 | 191 | A4 | 1295 | 10.9 | – | 8.4 | 95 | 50 | | F |
| Expression sedan | $27,990 | L4TD | 1.9 | 96 | 300 | M6 | 1295 | – | – | 5.8 | D | 53 | | F |
| Expression sedan | $30,490 | L4TD | 1.9 | 96 | 260 | A4 | 1315 | – | – | 6.8 | D | 52 | | F |
| Exception sedan | $29,990 | L4 | 2.0 | 98 | 191 | A4 | 1332 | 10.9 | – | 8.6 | 95 | 54 | | F |
| Exception dCi | $31,990 | L4 | 1.9 | 96 | 250 | A4 | 1378 | – | – | 6.8 | D | 54 | | F |
| Privilege sedan | $35,990 | L4TD | 1.9 | 96 | 260 | A4 | 1315 | – | – | 6.8 | 95 | 54 | | F |
| R'sport dCi 175 | $39,990 | L4TD | 2.0 | 127 | 360 | M6 | 1380 | 8.5 | – | 6.3 | 95 | 55 | | F |
| R'sport 225 5dr | $43,990 | L4T | 2.0 | 165 | 300 | M6 | 1361 | 6.5 | 14.6 | 8.8 | 95 | 50 | 11/05 | F |



### Megane CC — Renault's stiffer new-age cabrio

☑ Infinitely sturdier and more stylish than the old Megane cabrio, with a competitive price
☒ Fairly dull to drive and anything but quick; for this money, you'd expect more engine
- **The Pick:** A bit geriatric nowadays, and outclassed by VW Eos

| | Price | Eng type | Eng size | Power | Torque | Trans. | Kerb weight | 0-100 km/h | 0-400 metres | Fuel cons. | RON | Resale % | Issue tested | Drive |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Coupe-Cabriolet | $44,990 | L4 | 2.0 | 99 | 191 | M6 | 1430 | 11.2 | 17.8 | 8.7 | 95 | 53 | 06/07 | F |
| Coupe-Cabriolet | $47,490 | L4 | 2.0 | 99 | 191 | A4 | 1450 | – | – | 8.7 | 95 | 53 | | F |

### Laguna — Better built but still not perfect

☑ Build-quality massively improved; roomy and comfortable; five-door functionality
☒ Steering inconsistently weighted; lacks both body control and ride comfort; resale
- **The Pick:** Expression, with smaller wheels and petrol turbo four, is the only decent Laguna

| | Price | Eng type | Eng size | Power | Torque | Trans. | Kerb weight | 0-100 km/h | 0-400 metres | Fuel cons. | RON | Resale % | Issue tested | Drive |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Expression | $37,990 | L4TD | 2.0 | 110 | 340 | M6 | 1590 | 10.4 | – | 6.0 | D | 48 | | F |
| Expression | $38,990 | L4T | 2.0 | 125 | 270 | A6 | 1559 | 10.4 | – | 8.8 | 95 | 48 | | F |
| Expression | $40,990 | L4TD | 2.0 | 110 | 340 | A6 | 1593 | 10.4 | – | 7.0 | D | 48 | | F |
| Expression wagon | $41,990 | L4T | 2.0 | 125 | 270 | A6 | 1559 | 10.4 | – | 8.9 | 95 | 48 | | F |
| Expression wagon | $43,990 | L4TD | 2.0 | 110 | 340 | A6 | 1593 | 10.4 | – | 7.1 | D | 48 | | F |
| Privilege | $46,490 | L4T | 2.0 | 125 | 340 | A6 | 1559 | 10.4 | – | 8.8 | 95 | 48 | | F |
| Privilege | $48,490 | L4TD | 2.0 | 110 | 340 | A6 | 1593 | 12.1 | 18.3 | 7.0 | D | 47 | 05/09 | F |
| Dynamique wagon | $46,990 | L4TD | 2.0 | 110 | 340 | A6 | 1593 | 10.4 | – | 7.1 | D | 48 | | F |

### Grand Scenic — A clever, if flawed, family bus

☑ Now a one-model seven-seat range; clever interior; steers better than a Megane
☒ Carry-over engine sluggish; schizophrenic auto; ride a tad jiggly when unladen
- **The Pick:** Certainly superior to most of the Korean seven-seat entrants

| | Price | Eng type | Eng size | Power | Torque | Trans. | Kerb weight | 0-100 km/h | 0-400 metres | Fuel cons. | RON | Resale % | Issue tested | Drive |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | $40,490 | L4 | 2.0 | 98 | 191 | A4 | – | – | – | 8.6 | 95 | 52 | | F |

### Koleos — Gallic entrant to the soft-roader set

☑ Storage and standard kit galore; strong engines; safety credentials
☒ Stand-apart design; soft handling; squeezy second-row; road noise; it's X-Trail based...
- **The Pick:** If you like soggy frogs, the base Dynamique is reasonable value

| | Price | Eng type | Eng size | Power | Torque | Trans. | Kerb weight | 0-100 km/h | 0-400 metres | Fuel cons. | RON | Resale % | Issue tested | Drive |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Dynamique 4x2 | $30,990 | L4 | 2.5 | 126 | 226 | M6 | 1594 | – | – | 9.6 | 95 | 56 | | F |
| Dynamique 4x2 | $33,490 | L4 | 2.5 | 126 | 226 | C | 1594 | – | – | 9.3 | 95 | 55 | | F |
| Dynamique 4x4 | $37,990 | L4 | 2.5 | 126 | 226 | C | 1654 | – | – | 9.5 | 95 | 55 | | A |
| Dynamique 4x4 | $39,990 | L4TD | 2.0 | 127 | 360 | M6 | 1720 | – | – | 7.9 | D | 55 | | A |
| Dynamique 4x4 | $39,990 | L4TD | 2.0 | 110 | 320 | A6 | 1760 | – | – | 8.3 | D | 55 | | A |
| Privilege 4x4 | $42,990 | L4 | 2.5 | 126 | 226 | C | 1654 | – | – | 9.5 | 95 | 55 | | A |

## Rolls-Royce

www.rolls-roycemotorcars.com

### Phantom — Perennial land-yacht still magnificent

☑ Powerful, stately engine; staggering presence; ultra-luxo cabin; suicide doors
☒ Sheer size hugely intimidating for all concerned, as is Phantom's million-dollar price tag
- **The Pick:** Any of them: the sedan is as palatial as they come; coupe dials up the sex factor

| | Price | Eng type | Eng size | Power | Torque | Trans. | Kerb weight | 0-100 km/h | 0-400 metres | Fuel cons. | RON | Resale % | Issue tested | Drive |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | $1,075,000 | V12 | 6.7 | 338 | 720 | A6 | 2485 | 6.1 | – | 15.9 | 98 | 54 | | R |
| EWB | $1,250,000 | V12 | 6.7 | 338 | 720 | A6 | 2670 | n/a | – | 15.9 | 98 | 55 | | R |
| Coupe | $1,260,000 | V12 | 6.7 | 333 | 720 | A6 | 2590 | 5.6 | – | 15.7 | 98 | – | | R |
| Drophead Coupe | $1,350,000 | V12 | 6.7 | 338 | 720 | A6 | 2620 | 5.9 | – | 15.7 | 98 | – | | R |

## Saab

3yr/100,000km
www.saab.com.au

### 9-3 — Unnervingly conventional, and utterly outdated

☑ Handsome; V6 turbo adds welcome fire to 9-3's belly; lots of Scando leather
☒ Flaccid dynamics; abrupt ride; crap steering; still too many variants
- **The Pick:** Err ... a German? 9-3 is old, underdone, and as appealing as mid-90s Euro-pop

| | Price | Eng type | Eng size | Power | Torque | Trans. | Kerb weight | 0-100 km/h | 0-400 metres | Fuel cons. | RON | Resale % | Issue tested | Drive |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 2.0t B'Pwr Linear | $44,400 | L4T | 2.0 | 147 | 300 | M6 | 1465 | 7.9 | – | 8.3 | 95 | – | | F |
| 1.9 TiD Linear | $45,900 | L4TD | 1.9 | 110 | 320 | M6 | 1465 | 9.5 | – | 6.2 | D | – | | F |
| 2.0t B'Pwr Linear | $46,900 | L4T | 2.0 | 147 | 300 | A5 | 1493 | 8.9 | – | 9.6 | 95 | – | | F |
| 1.9 TiD Linear | $48,400 | L4TD | 1.9 | 110 | 320 | A6 | 1493 | 11.0 | – | 6.8 | D | – | | F |
| 2.0T B'Pwr Vector | $50,900 | L4T | 2.0 | 147 | 300 | M6 | 1481 | 7.9 | – | 8.3 | 95 | – | | F |

Recommended Retail Price at time of publication
L=in-line, V=vee, F=flat, R=rotary. Number of cyls or rotors. T=turbo, S=s'charged, D=diesel, H=hybrid
Litres
Kilowatts
Newton metres
M=manual, A=automatic, S=sequential, C=CVT
Kilograms
0-100km/h acceleration, in secs (*Wheels tested figures in italics*)
0-400m acceleration, in sec s (*Wheels tested figures in italics*)
Fuel consumption in Litres/100km
Recommended octane rating
RedBook predicted resale rating, retained after 3 years
When we drove it
F=Front drive, R=Rear drive, A=All drive, PA=Part-time all drive

Buy, Sell, Value & Research Cars at carsales.com.au
Australia's No.1 Auto Website

| | Price | Eng type | Eng size | Power | Torque | Trans. | Kerb weight | 0-100 km/h | 0-400 metres | Fuel cons. | RON | Resale % | Issue tested | Drive |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1.9TiD Vector | $52,400 | L4TD | 1.9 | 110 | 320 | M6 | 1481 | 9.5 | – | 6.2 | D | – | | F |
| 2.0T Vector | $53,400 | L4T | 2.0 | 154 | 300 | M6 | 1481 | 7.7 | – | 8.4 | 95 | – | | F |
| 2.0T B'Pwr Vector | $53,400 | L4T | 2.0 | 147 | 300 | A5 | 1509 | 8.9 | – | 9.6 | 95 | – | | F |
| 1.9TiD Vector | $54,900 | L4TD | 1.9 | 110 | 320 | A6 | 1509 | 11.0 | – | 6.8 | D | – | | F |
| 2.0T Vector | $55,900 | L4T | 2.0 | 154 | 300 | A5 | 1509 | 8.8 | – | 9.6 | 95 | – | | F |
| 1.9 TTiD Aero | $61,400 | L4TD | 1.9 | 132 | 400 | M6 | 1577 | 8.5 | – | 5.7 | D | – | | F |
| 1.9 TTiD Aero | $63,900 | L4TD | 1.9 | 132 | 370 | A6 | 1602 | 8.9 | – | 6.8 | D | – | | F |
| 2.8T Aero XWD | $79,400 | V6T | 2.8 | 206 | 400 | M6 | 1577 | 6.2 | – | 10.9 | 95 | – | | A |
| 2.8T Aero XWD | $81,900 | V6T | 2.8 | 206 | 400 | A6 | 1602 | 7.3 | – | 11.6 | 95 | – | | A |
| 2.0t B'Pwr Lin wgn | $49,400 | L4T | 2.0 | 147 | 300 | A5 | 1538 | 9.2 | – | 9.7 | 95 | – | | F |
| 1.9TiD Linear wagon | $50,900 | L4TD | 1.9 | 110 | 320 | A6 | 1538 | 11.2 | – | 6.9 | D | – | | F |
| 2.0T B'Pwr Vec wgn | $55,900 | L4T | 2.0 | 147 | 300 | A5 | 1538 | 9.2 | – | 9.7 | 95 | – | | F |
| 1.9TiD Vector wagon | $57,400 | L4TD | 1.9 | 110 | 320 | A6 | 1538 | 11.2 | – | 6.9 | D | – | | F |
| 2.0T Vector wagon | $58,400 | L4T | 2.0 | 154 | 300 | A5 | 1538 | 9.0 | – | 9.6 | 95 | – | | F |
| 1.9TTiD Aero wagon | $63,900 | L4TD | 1.9 | 132 | 400 | M6 | 1628 | 8.9 | – | 5.8 | D | – | | F |
| 1.9TTiD Aero wagon | $66,400 | L4TD | 1.9 | 132 | 370 | A6 | 1653 | 9.2 | – | 6.9 | D | – | | F |
| 2.8T Aero XWD wgn | $81,900 | V6T | 2.8 | 206 | 400 | M6 | 1628 | n/a | – | n/a | 95 | – | | A |
| 2.8T Aero XWD wgn | $84,400 | V6T | 2.8 | 206 | 400 | A6 | 1653 | 7.5 | – | 11.9 | 95 | – | | A |
| 1.9 TiD Linear conv | $65,500 | L4TD | 1.9 | 110 | 320 | M6 | 1605 | 10.4 | – | 6.3 | D | – | | F |
| 2.0t B'Pwr Lin conv | $66,500 | L4T | 2.0 | 147 | 300 | M6 | 1605 | 8.2 | – | 8.5 | 95 | – | | F |
| 2.0t B'Pwr Lin conv | $69,000 | L4T | 2.0 | 147 | 300 | A5 | 1633 | 9.3 | – | 9.7 | 95 | – | | F |
| 1.9TiD Linear conv | $70,500 | L4TD | 1.9 | 110 | 320 | A6 | 1633 | 11.8 | – | 7.1 | D | – | | F |
| 2.0T B'Pwr Vec conv | $73,100 | L4T | 2.0 | 147 | 300 | A5 | 1645 | 9.3 | – | 9.7 | 95 | – | | F |
| 1.9TiD Vector conv | $74,600 | L4TD | 1.9 | 110 | 320 | A6 | 1645 | 11.8 | – | 7.1 | D | – | | F |
| 2.0T Vector conv | $75,600 | L4T | 2.0 | 154 | 300 | M6 | 1617 | 9.5 | – | 8.8 | 95 | – | | F |
| 1.9TTiD Aero conv | $78,300 | L4TD | 1.9 | 132 | 400 | M6 | 1712 | 9.1 | – | 5.9 | D | – | | F |
| 1.9 TTiD Aero conv | $80,800 | L4TD | 1.9 | 132 | 370 | A6 | 1737 | 9.5 | – | 6.9 | D | – | | F |
| 2.8T Aero conv | $90,800 | V6T | 2.8 | 206 | 370 | M6 | 1712 | 7.2 | – | 10.1 | 95 | – | | F |
| 2.8T Aero conv | $93,300 | V6T | 2.8 | 206 | 370 | A6 | 1737 | 8.1 | – | 11.0 | 95 | – | | F |

### 9-5 Safe Swede, but still a sloppy handler

☑ Roomy; easy on the eye; torquey turbo engines and nice auto; five-star NCAP rating
☒ Swedes still can't tune a chassis for export; slabby dash looks and feels old
- **The Pick:** Needs a Zimmer frame these days. Stylish new-gen model looks promising

| | Price | Eng type | Eng size | Power | Torque | Trans. | Kerb weight | 0-100 km/h | 0-400 metres | Fuel cons. | RON | Resale % | Issue tested | Drive |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Linear 1.9 TiD | $59,900 | L4TD | 1.9 | 110 | 320 | A5 | 1642 | 11.0 | – | 7.4 | D | – | | F |
| Linear 1.9 TiD wagon | $61,900 | L4TD | 1.9 | 110 | 320 | A5 | 1613 | 11.7 | – | 7.6 | D | – | | F |
| Linear BioPower | $61,900 | L4T | 2.3 | 154 | 280 | A5 | 1559 | 9.5 | – | 10.0 | 95 | – | | F |
| Linear wagon | $62,400 | L4T | 2.3 | 136 | 280 | A5 | 1613 | 9.9 | – | 10.0 | 95 | 44 | | F |
| Linear B'Power wgn | $63,900 | L4T | 2.3 | 154 | 280 | A5 | 1613 | 9.9 | – | 10.3 | 95 | – | | F |
| Aero | $79,900 | L4T | 2.3 | 191 | 350 | A5 | 1622 | 8.2 | – | 9.9 | 95 | 45 | | F |
| Aero wagon | $81,900 | L4T | 2.3 | 191 | 350 | A5 | 1678 | 8.5 | – | 9.9 | 95 | 45 | | F |

## Skoda

3yr/unlimited km
www.skoda.com.au

### Roomster Funky and practical

☑ An odd, but cool-looking jigger; spacious, clever interior; rides, steers, and handles well
☒ Performance is nothing more than adequate; lack of automatic transmission for diesel
- **The Pick:** If you're one of the few punters that *gets* it, the oiler's the pick for real-world urge

| | Price | Eng type | Eng size | Power | Torque | Trans. | Kerb weight | 0-100 km/h | 0-400 metres | Fuel cons. | RON | Resale % | Issue tested | Drive |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| FSI | $25,990 | L4 | 1.6 | 77 | 153 | M5 | 1175 | 10.9 | – | 7.2 | 95 | 54 | | F |
| FSI | $28,290 | L4 | 1.6 | 77 | 153 | A6 | 1210 | 11.5 | – | 7.7 | 95 | 54 | | F |
| TDI | $27,990 | L4TD | 1.9 | 77 | 250 | M5 | 1260 | 11.5 | – | 5.5 | D | 54 | | F |

### Octavia Hugely underrated mid-sizer

☑ Brilliant 1.8 TSI and seven-speed DSG; excellent interior quality; great ride and handling
☒ 1.6 is characterful, but underpowered; styling is sooo 1990s, but we kinda like it. Kinda
- **The Pick:** All models are excellent – 1.8 TSI is a smoothie, but even 1.6 is great value

| | Price | Eng type | Eng size | Power | Torque | Trans. | Kerb weight | 0-100 km/h | 0-400 metres | Fuel cons. | RON | Resale % | Issue tested | Drive |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1.6 | $24,990 | L4 | 1.6 | 75 | 148 | M5 | 1457 | 12.3 | – | 7.8 | 95 | – | | F |
| 1.6 | $27,290 | L4 | 1.6 | 75 | 148 | A6 | 1492 | 14.1 | – | 8.3 | 95 | – | | F |
| 1.6 wagon | $26,990 | L4 | 1.6 | 75 | 148 | M5 | 1472 | 12.4 | – | 7.8 | 95 | – | | F |
| 1.6 wagon | $29,290 | L4 | 1.6 | 75 | 148 | A6 | 1507 | 14.2 | – | 8.3 | 95 | – | | F |
| 1.8 TSI | $30,990 | L4T | 1.8 | 118 | 250 | M6 | 1527 | 7.8 | – | 7.2 | 98 | – | | F |
| 1.8 TSI DSG | $33,290 | L4T | 1.8 | 118 | 250 | S7 | 1547 | 7.8 | – | 6.7 | 98 | – | | F |
| 1.8 TSI wagon | $32,990 | L4T | 1.8 | 118 | 250 | M6 | 1542 | 7.9 | – | 7.2 | 98 | – | | F |
| 1.8 TSI DSG wagon | $35,290 | L4T | 1.8 | 118 | 250 | S7 | 1562 | 7.9 | – | 6.7 | 98 | – | | F |
| 2.0 TDI | $33,490 | L4TD | 2.0 | 103 | 320 | M6 | 1563 | 9.6 | – | 5.7 | D | – | | F |
| 2.0 TDI DSG | $35,790 | L4TD | 2.0 | 103 | 320 | S6 | 1583 | 9.6 | – | 6.4 | D | – | | F |
| 2.0 TDI wagon | $35,490 | L4TD | 2.0 | 103 | 320 | M6 | 1578 | 9.7 | – | 5.7 | D | – | | F |
| 2.0 TDI DSG wagon | $37,790 | L4TD | 2.0 | 103 | 320 | S6 | 1598 | 9.7 | – | 6.4 | D | – | | F |
| RS | $37,490 | L4T | 2.0 | 147 | 280 | M6 | 1475 | 7.3 | – | 7.7 | 98 | 55 | | F |
| RS | $39,790 | L4T | 2.0 | 147 | 280 | S6 | 1475 | 7.3 | – | 7.9 | 98 | 55 | | F |
| RS wagon | $39,490 | L4T | 2.0 | 147 | 280 | M6 | 1490 | 7.5 | – | 7.7 | 98 | 55 | | F |
| RS wagon | $41,790 | L4T | 2.0 | 147 | 280 | S6 | 1475 | 7.5 | – | 7.9 | 98 | 55 | | F |
| RS TDI | $39,490 | L4TD | 2.0 | 125 | 350 | M6 | 1538 | 8.4 | – | 5.9 | D | – | | F |
| RS TDI | $41,790 | L4TD | 2.0 | 125 | 350 | S6 | 1538 | 8.4 | – | 6.0 | D | – | | F |
| RS TDI wagon | $41,490 | L4TD | 2.0 | 125 | 350 | M6 | 1553 | 8.5 | – | 5.9 | D | – | | F |
| RS TDI wagon | $43,790 | L4TD | 2.0 | 125 | 350 | S6 | 1553 | 8.5 | – | 6.0 | D | – | | F |

**We said:** "The Octavia 1.8 TSI showed suspension discipline reminiscent of a premium German"

**GED BULMER – AUGUST 2009**

### Scout Czech wagon heads off the beaten track

☑ Jacked-up Octavia is a fine compact SUV alternative; grunty oiler; roomy interior
☒ Only available as a manual, which might hurt its appeal; a fraction gruff at idle
- **The Pick:** Just the one, and Subie's Outback is its only real rival. Either one is a top choice

| | Price | Eng type | Eng size | Power | Torque | Trans. | Kerb weight | 0-100 km/h | 0-400 metres | Fuel cons. | RON | Resale % | Issue tested | Drive |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | $39,490 | L4TD | 2.0 | 103 | 320 | M6 | 1678 | 10.2 | – | 6.6 | D | 51 | | A |

### Superb The name almost fits

☑ The most rear leg room this side of a Statesman; tech-savvy drivetrains; classy interior
☒ Badge snobs will scoff; ride should be plusher for this category of car
- **The Pick:** V6 is a hard-charger, but TSI and TDI are the smart Falcadore alternatives

| | Price | Eng type | Eng size | Power | Torque | Trans. | Kerb weight | 0-100 km/h | 0-400 metres | Fuel cons. | RON | Resale % | Issue tested | Drive |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Ambition TSI | $39,990 | L4T | 1.8 | 118 | 250 | S7 | 1647 | 8.5 | – | 8.4 | 98 | – | | F |
| Elegance TSI | $44,990 | L4T | 1.8 | 118 | 250 | S7 | 1647 | 8.5 | – | 8.4 | 98 | – | 02/10 | F |
| Ambition TDI | $42,990 | L4TD | 2.0 | 125 | 350 | S6 | 1698 | 8.8 | – | 6.9 | D | – | | F |
| Elegance TDI | $47,990 | L4TD | 2.0 | 125 | 350 | S6 | 1698 | 8.8 | – | 6.9 | D | – | 02/10 | F |
| 3.6 V6 AWD | $55,990 | V6 | 3.6 | 191 | 350 | S6 | 1841 | 6.5 | – | 10.2 | 95 | – | 02/10 | A |

## Smart

3yr/unlimited
www.smartaustralia.com.au

### ForTwo ForTwo, take two

☑ Bigger, with gains in safety, comfort and space; extra herbs from 1.0-litre three pots
☒ Not a lot of metal for the money; harsh ride; frustrating sequential gearbox
- **The Pick:** There's a place in the world for this sort of car, but not at this price

| | Price | Eng type | Eng size | Power | Torque | Trans. | Kerb weight | 0-100 km/h | 0-400 metres | Fuel cons. | RON | Resale % | Issue tested | Drive |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Pulse coupe mhd | $19,990 | L3 | 1.0 | 52 | 92 | S5 | 750 | 13.3 | – | 4.7 | 95 | – | | R |
| Pulse coupe mhd | $20,740 | L3 | 1.0 | 52 | 92 | S5 | 750 | 13.3 | – | 4.7 | 95 | – | | R |
| Pulse coupe | $21,990 | L3T | 1.0 | 62 | 120 | S5 | 770 | 10.9 | – | 4.9 | 95 | – | | R |
| Pulse coupe | $22,740 | L3T | 1.0 | 62 | 120 | S5 | 770 | 10.9 | – | 4.9 | 95 | – | | R |
| Pulse cabrio mhd | $22,990 | L3 | 1.0 | 52 | 92 | S5 | 790 | 13.3 | – | 4.7 | 95 | – | | R |
| Pulse cabrio mhd | $23,740 | L3 | 1.0 | 52 | 92 | S5 | 790 | 13.3 | – | 4.7 | 95 | – | | R |
| Pulse cabrio | $24,990 | L3T | 1.0 | 62 | 120 | S5 | 800 | 10.9 | – | 4.9 | 95 | – | | R |
| Pulse cabrio | $25,740 | L3T | 1.0 | 62 | 120 | S5 | 800 | 10.9 | – | 4.9 | 95 | – | | R |

## SsangYong

3yr/100,000km
www.ssangyongaustralia.com.au

### Actyon Sports SUV ... of sorts

☑ Well priced; diesel donk is a good, quiet thing
☒ Polarising image; crook ride
- **The Pick:** An intriguing effort, but a fairly mediocre drive. Look elsewhere

| | Price | Eng type | Eng size | Power | Torque | Trans. | Kerb weight | 0-100 km/h | 0-400 metres | Fuel cons. | RON | Resale % | Issue tested | Drive |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 2.0 Xdi | $26,990 | L4TD | 2.0 | 104 | 310 | M5 | 1800 | – | – | 4.9 | D | – | | PA |
| 2.0 Xdi | $29,990 | L4TD | 2.0 | 104 | 310 | A4 | 1903 | – | – | 8.5 | D | 55 | | PA |
| 2.0 Xdi SPR | $24,990 | L4TD | 2.0 | 104 | 310 | A4 | 1800 | – | – | 4.9 | D | – | | PA |

### Kyron Great engine, but the drive is uninspiring

☑ Admirably refined and its diesel/auto combo is exceptionally smooth, surprisingly
☒ Crude separate-chassis delivers a terrible rough-road ride; steering is slow and gluggy
- **The Pick:** It came dead last in a compact SUV megatest three years ago. Enough said

| | Price | Eng type | Eng size | Power | Torque | Trans. | Kerb weight | 0-100 km/h | 0-400 metres | Fuel cons. | RON | Resale % | Issue tested | Drive |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 2.0 Xdi | $32,990 | L4TD | 2.0 | 102 | 310 | M5 | 1969 | – | – | 7.3 | D | 57 | | PA |
| 2.0 Xdi | $35,990 | L4TD | 2.0 | 102 | 310 | A6 | 1996 | *13.5* | *18.8* | 8.4 | D | 57 | 07/06 | PA |
| 2.0 Xdi SPR | $39,990 | L4TD | 2.0 | 102 | 310 | A6 | 2030 | – | – | 8.4 | D | – | | PA |

### Stavic Honest to drive, crook to look at

☑ Acres of interior space combined with generous packaging and decent equipment
☒ Stavic weighs two tonnes; has a face like a burnt thong
- **The Pick:** Surely one of the best forms of contraception ever – go a Pug 308 wagon

| | Price | Eng type | Eng size | Power | Torque | Trans. | Kerb weight | 0-100 km/h | 0-400 metres | Fuel cons. | RON | Resale % | Issue tested | Drive |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 2.7 Xdi | $32,990 | L5TD | 2.7 | 121 | 340 | M5 | 2007 | – | – | 8.8 | D | – | | R |
| 2.7 Xdi | $35,990 | L5TD | 2.7 | 121 | 340 | A5 | 2034 | – | – | 8.7 | D | – | | R |
| 2.7 Xdi SPR | $39,990 | L5TD | 2.7 | 121 | 340 | A5 | 2034 | – | – | 8.7 | D | – | | R |

### Rexton II SsangYong suddenly gets styling

☑ Not the ugliest vehicle to leave Korea. In fact, it actually looks quite decent
☒ Image for starters. And maybe Reginald would've been a better name?
- **The Pick:** Base Xdi is at least well-priced. But it's also heavy, slow, and rather unappealing

| | Price | Eng type | Eng size | Power | Torque | Trans. | Kerb weight | 0-100 km/h | 0-400 metres | Fuel cons. | RON | Resale % | Issue tested | Drive |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 2.7 Xdi | $35,990 | L5TD | 2.7 | 121 | 340 | M5 | 2088 | 13.3 | – | 9.2 | D | – | | PA |
| 2.7 Xdi 7 seat | $36,990 | L5TD | 2.7 | 121 | 340 | M5 | 2088 | 13.3 | – | 9.2 | D | – | | PA |
| 2.7 Xdi | $38,990 | L5TD | 2.7 | 121 | 340 | A5 | 2101 | 13.3 | – | 9.8 | D | – | | PA |
| 2.7 Xdi 7 seat | $39,990 | L5TD | 2.7 | 121 | 340 | A5 | 2101 | 13.3 | – | 9.8 | D | – | | PA |
| 2.7 Xdi SPR | $47,990 | L5TD | 2.7 | 137 | 402 | A5 | 2099 | – | – | 9.1 | D | – | | A |

HIT THE WHEELS WEB

NEW ARRIVALS
New models
for the month
highlighted

# Showroom

## Subaru

3yr/unlimited
www.subaru.com.au

### Impreza — Controversial styling, diluted drive

☑ Taking Impreza upmarket means class-leading NVH and ride; WRX has hardened up
☒ Korean styling; hard interior plastics; base engine a leisurely performer
- **The Pick:** The Rex, now that it's back with rediscovered grunt and attitude

| | Price | Eng type | Eng size | Power | Torque | Trans. | Kerb weight | 0-100 km/h | 0-400 metres | Fuel cons. | RON | Resale % | Issue tested | Drive |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| R hatch | $23,490 | F4 | 2.0 | 110 | 196 | M5 | 1340 | 9.6 | – | 9.4 | 95 | 68 | | A |
| R hatch | $25,490 | F4 | 2.0 | 110 | 196 | A4 | 1360 | 11.6 | – | 9.4 | 95 | 67 | | A |
| RX hatch | $23,490 | F4 | 2.0 | 110 | 196 | M5 | 1340 | 9.6 | – | 9.3 | 95 | 67 | | A |
| RX hatch | $25,490 | F4 | 2.0 | 110 | 196 | A4 | 1360 | 11.6 | – | 9.3 | 95 | 68 | | A |
| RS hatch | $28,990 | F4 | 2.0 | 110 | 196 | M5 | 1340 | 9.6 | – | 9.4 | 95 | 68 | | A |
| RS hatch | $30,990 | F4 | 2.0 | 110 | 196 | A4 | 1360 | 11.6 | – | 9.3 | 95 | 68 | | A |
| WRX hatch | $39,990 | F4T | 2.5 | 195 | 343 | M5 | 1370 | 5.3 | – | 10.4 | 95 | 68 | | A |
| R sedan | $23,490 | F4 | 2.0 | 110 | 196 | M5 | 1345 | 10.0 | – | 8.9 | 95 | 70 | | A |
| R sedan | $25,490 | F4 | 2.0 | 110 | 196 | A4 | 1360 | 11.9 | – | 8.8 | 95 | 70 | | A |
| RX sedan | $26,990 | F4 | 2.0 | 110 | 196 | M5 | 1345 | 10.0 | – | 8.9 | 95 | 70 | | A |
| RX sedan | $28,990 | F4 | 2.0 | 110 | 196 | A4 | 1360 | *11.6* | *18.1* | 8.8 | 95 | 70 | 07/09 | A |
| RS sedan | $28,990 | F4 | 2.0 | 110 | 196 | M5 | 1345 | 10.0 | – | 8.9 | 95 | 69 | | A |
| RS sedan | $30,990 | F4 | 2.0 | 110 | 196 | A4 | 1360 | 11.9 | – | 8.8 | 95 | 69 | | A |
| WRX sedan | $39,990 | F4T | 2.5 | 195 | 343 | M5 | 1370 | *5.9* | *13.9* | 10.4 | 95 | – | 01/09 | A |
| WRX STi | $61,990 | F4T | 2.5 | 221 | 407 | M6 | 1505 | *6.1* | *14.1* | 10.3 | 98 | 69 | 04/08 | A |
| WRX STi spec R | $66,990 | F4T | 2.5 | 221 | 407 | M6 | 1505 | *5.7* | *13.8* | 10.3 | 98 | 68 | 08/08 | A |

### Liberty — Polishing the breed

☑ Now larger and genuinely spacious; negligible weight gains; great ride and handling
☒ It may be roomier, but it ain't pretty; more dynamic tourer than razor-sharp sports sedan
- **The Pick:** GT is the driver's pick, but suave new 3.6R is the luxo all-rounder

| | Price | Eng type | Eng size | Power | Torque | Trans. | Kerb weight | 0-100 km/h | 0-400 metres | Fuel cons. | RON | Resale % | Issue tested | Drive |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 2.5i | $33,990 | F4 | 2.5 | 123 | 229 | M6 | 1398 | 9.5 | – | 8.9 | 91 | – | 02/10 | A |
| 2.5i | $36,490 | F4 | 2.5 | 123 | 229 | C | 1432 | 10.1 | – | 8.4 | 91 | – | | A |
| 2.5i wagon | $35,990 | F4 | 2.5 | 123 | 229 | M6 | 1504 | 9.5 | – | 8.9 | 91 | – | | A |
| 2.5i wagon | $38,490 | F4 | 2.5 | 123 | 229 | C | 1538 | 10.4 | – | 8.4 | 91 | – | 02/10 | A |
| 2.5i Sport | $39,490 | F4 | 2.5 | 123 | 229 | C | 1432 | 9.5 | – | 8.4 | 91 | – | | A |
| 2.5i Sport wagon | $41,490 | F4 | 2.5 | 123 | 229 | C | 1538 | 10.1 | – | 8.4 | 91 | – | | A |
| 2.5i Sport Premium | $43,490 | F4 | 2.5 | 123 | 229 | C | 1432 | 9.5 | – | 8.4 | 91 | – | | A |
| 2.5i Sport Prem wgn | $45,490 | F4 | 2.5 | 123 | 229 | C | 1538 | 10.1 | – | 8.4 | 91 | – | | A |
| 3.6R Premium | $51,990 | F6 | 3.6 | 191 | 350 | A5 | 1571 | 7.3 | – | 10.3 | 95 | – | 02/10 | A |
| GT Premium | $52,990 | F4T | 2.5 | 195 | 350 | M6 | 1487 | *6.4* | *14.6* | 9.8 | 95 | – | 10/09 | A |
| GT Premium | $54,990 | F4T | 2.5 | 195 | 350 | A5 | 1522 | 6.2 | – | 9.7 | 95 | – | 02/10 | A |
| GT Premium wagon | $54,990 | F4T | 2.5 | 195 | 350 | M6 | 1529 | 6.3 | – | 9.8 | 95 | – | | A |
| GT Premium wagon | $56,990 | F4T | 2.5 | 195 | 350 | A5 | 1564 | 6.2 | – | 9.7 | 95 | – | | A |

### Outback — New-gen anti-SUV

☑ Cheaper than previous Outback, with more kit and gutsier 3.6; acres of rear leg room
☒ Its looks might scare children; very rolly when pressed; no more dual-range 'box
- **The Pick:** A convincing compact SUV alternative and 3.6R is a swift tourer

| | Price | Eng type | Eng size | Power | Torque | Trans. | Kerb weight | 0-100 km/h | 0-400 metres | Fuel cons. | RON | Resale % | Issue tested | Drive |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 2.5i | $37,990 | F4 | 2.5 | 123 | 229 | M6 | 1465 | 9.6 | – | 8.9 | 91 | – | | A |
| 2.5i | $40,490 | F4 | 2.5 | 123 | 229 | C | 1505 | 10.4 | – | 8.4 | 91 | – | | A |
| 2.5i Premium | $41,490 | F4 | 2.5 | 123 | 229 | M6 | 1505 | 9.6 | – | 8.9 | 91 | – | | A |
| 2.5i Premium | $43,990 | F4 | 2.5 | 123 | 229 | C | 1505 | 10.4 | – | 8.4 | 91 | – | | A |
| 2.0D | $40,490 | F4D | 2.0 | 110 | 350 | M6 | 1551 | *9.7* | *16.8* | 6.4 | D | – | 12/09 | A |
| 2.0D Premium | $46,490 | F4D | 2.0 | 110 | 350 | M6 | 1571 | 9.7 | – | 6.4 | D | – | 02/10 | A |
| 3.6R Premium | $48,490 | F6 | 3.6 | 191 | 350 | A5 | 1569 | 7.6 | – | 10.3 | 95 | – | 02/10 | A |

**We said:** "2.0D has a big nose and leads with it"
**BRUCE NEWTON – DECEMBER 2009**

### Forester — Subie's third-gen softie goes mainstream

☑ Now very spacious; well-priced; impressive ride and refinement; standard safety kit
☒ Hard cabin plastics; dynamics wilt beyond seven-tenths; four-speed auto doesn't cut it
- **The Pick:** VW Tiguan is better. Pacey XT needs suspension work and better rubber to shine

| | Price | Eng type | Eng size | Power | Torque | Trans. | Kerb weight | 0-100 km/h | 0-400 metres | Fuel cons. | RON | Resale % | Issue tested | Drive |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| X | $30,990 | F4 | 2.5 | 126 | 229 | M5 | 1475 | *9.6* | *16.8* | 9.3 | 91 | – | 05/08 | A |
| X | $32,990 | F4 | 2.5 | 126 | 229 | A4 | 1490 | *10.2* | *17.3* | 9.6 | 91 | – | 09/08 | A |
| XS | $34,490 | F4 | 2.5 | 126 | 229 | M5 | 1465 | 10.4 | – | 9.3 | 91 | – | | A |
| XS | $36,490 | F4 | 2.5 | 126 | 229 | A4 | 1480 | 11.0 | – | 9.6 | 91 | – | | A |
| XS Premium | $37,990 | F4 | 2.5 | 126 | 229 | M5 | 1465 | 10.4 | – | 9.3 | 91 | – | | A |
| XS Premium | $39,990 | F4 | 2.5 | 126 | 229 | A4 | 1480 | 11.0 | – | 9.6 | 91 | – | | A |
| XT | $39,490 | F4T | 2.5 | 169 | 320 | M5 | 1510 | 7.1 | – | 10.5 | 95 | – | | A |
| XT | $41,490 | F4T | 2.5 | 169 | 320 | A4 | 1525 | 7.9 | – | 10.5 | 95 | – | | A |
| XT Premium | $45,490 | F4T | 2.5 | 169 | 320 | M5 | 1510 | 7.1 | – | 10.5 | 95 | – | | A |
| XT Premium | $47,490 | F4T | 2.5 | 169 | 320 | A4 | 1525 | 7.9 | – | 10.5 | 95 | – | | A |

### Exiga — Tall and skinny six-seat Liberty

☑ Same boxer four and excellent CVT as Liberty; plenty of headroom if you wear tall hats...
☒ Looks too tall and skinny; inefficient six-seat arrangement; lacks boot space
- **The Pick:** Premium is much cheaper than Odyssey Luxury if you don't need a seventh seat

| | Price | Eng type | Eng size | Power | Torque | Trans. | Kerb weight | 0-100 km/h | 0-400 metres | Fuel cons. | RON | Resale % | Issue tested | Drive |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 2.5i | $37,490 | F4 | 2.5 | 123 | 229 | M6 | 1562 | 10.9 | – | 8.6 | 91 | – | | A |
| 2.5i Premium | $41,990 | F4 | 2.5 | 123 | 229 | C | 1568 | 10.9 | – | 8.6 | 91 | – | 02/10 | A |

### Tribeca — Subie's seven-seat SUV

☑ Five-star safety; reversing camera and ESP; new 3.6 brings extra torque; well kitted
☒ Facelift improves things ... a bit; cramped third row, second row not much better
- **The Pick:** Now a one-model range, but CX-9 and Territory still do the job better

| | Price | Eng type | Eng size | Power | Torque | Trans. | Kerb weight | 0-100 km/h | 0-400 metres | Fuel cons. | RON | Resale % | Issue tested | Drive |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 3.6R Premium 7 s't | $58,990 | F6 | 3.6 | 190 | 350 | A5 | 1940 | *9.2* | *16.7* | 11.6 | 95 | – | 04/08 | A |

FREE EXTRAS

## Forester Columbia

We thought car and clothing manufacturer tie-ups were just a bad reminder of the '80s (cue Barina Sportsgirl and Pulsar Reebok), but Subaru has released this $33,990 Forester X Columbia limited edition. It scores 16in alloys, fogs, roof bars, cargo tray, plus a $500 voucher to spend on Columbia sportswear. Of course.

## Suzuki

3yr/100,000km
www.suzuki.com.au

### Alto — Cheap, but still overpriced...

☑ Budget pricing; six airbags standard; peppy three-pot; recent price reduction
☒ It's incredibly tinny and tiny, ultimately slow, and way behind for ride and refinement
- **The Pick:** GLX with ESP just became $2K cheaper, but Swift is still worth every extra cent

| | Price | Eng type | Eng size | Power | Torque | Trans. | Kerb weight | 0-100 km/h | 0-400 metres | Fuel cons. | RON | Resale % | Issue tested | Drive |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| GL | $11,790 | L3 | 1.0 | 50 | 90 | M5 | 880 | 14.0 | – | 4.8 | 95 | – | | F |
| GL | $13,290 | L3 | 1.0 | 50 | 90 | A4 | 905 | 17.0 | – | 5.5 | 95 | – | | F |
| GLX | $12,490 | L3 | 1.0 | 50 | 90 | M5 | 880 | 14.0 | – | 4.8 | 95 | – | | F |
| GLX | $13,990 | L3 | 1.0 | 50 | 90 | A4 | 905 | 17.0 | – | 5.5 | 95 | – | | F |

### Swift — Suzuki's best-ever car, by miles

☑ Still looks fresh; cracking little 1.5; nice ride quality; grippy and chuckable handling
☒ Rear seat uncomfortable; steering and body control below its best rivals; Sport is pricey
- **The Pick:** S manual; it scores six 'bags as standard and is great value

| | Price | Eng type | Eng size | Power | Torque | Trans. | Kerb weight | 0-100 km/h | 0-400 metres | Fuel cons. | RON | Resale % | Issue tested | Drive |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | $16,290 | L4 | 1.5 | 74 | 133 | M5 | 1000 | – | – | 6.3 | 91 | 63 | | F |
| | $17,990 | L4 | 1.5 | 74 | 133 | A4 | 1060 | – | – | 6.7 | 91 | 62 | | F |
| S | $17,590 | L4 | 1.5 | 74 | 133 | M5 | 1000 | *10.2* | *17.2* | 6.3 | 91 | 63 | 05/05 | F |
| S | $19,290 | L4 | 1.5 | 74 | 133 | A4 | 1060 | – | – | 6.7 | 91 | 62 | | F |
| Sport | $23,990 | L4 | 1.6 | 92 | 148 | M5 | 1090 | *9.6* | *17.0* | 7.5 | 91 | 62 | 12/07 | F |

### Jimny Sierra — Iconic Sierra nameplate returns

☑ A tough, kinda-cool-looking jigger that's actually quite handy off-road ...
☒ ... but on road it's about as refined as a tuxedo T-shirt; harsh ride and tight, noisy cabin
- **The Pick:** If you love the look or live next to sand dunes, sure, otherwise, look elsewhere

| | Price | Eng type | Eng size | Power | Torque | Trans. | Kerb weight | 0-100 km/h | 0-400 metres | Fuel cons. | RON | Resale % | Issue tested | Drive |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | $19,990 | L4 | 1.3 | 63 | 110 | M5 | 1060 | 14.1 | – | 7.3 | 91 | 56 | | PA |
| | $22,490 | L4 | 1.3 | 63 | 110 | A4 | 1075 | 17.2 | – | 7.8 | 91 | 55 | | PA |

### SX4 — Compact crossover

☑ Lovechild of Swift and Vitara is a pretty good drive; practical, spacious and good value
☒ Ride deteriorates in the rough; tyre noise; coarse engine; cabin lacks atmosphere
- **The Pick:** Base models are decent value, but opt for AWD if you're a snow-goer

| | Price | Eng type | Eng size | Power | Torque | Trans. | Kerb weight | 0-100 km/h | 0-400 metres | Fuel cons. | RON | Resale % | Issue tested | Drive |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Sedan | $20,290 | L4 | 2.0 | 107 | 184 | M5 | 1205 | – | – | 8.4 | 91 | 58 | | F |
| Sedan | $20,490 | L4 | 2.0 | 107 | 184 | A4 | 1240 | – | – | 9.5 | 91 | 57 | | F |
| Sedan S | $22,990 | L4 | 2.0 | 107 | 184 | M5 | 1215 | – | – | 8.4 | 91 | 57 | | F |
| Sedan S | $24,990 | L4 | 2.0 | 107 | 184 | A4 | 1250 | – | – | 9.5 | 91 | 56 | | F |
| Hatch | $19,990 | L4 | 2.0 | 107 | 184 | M5 | 1215 | – | – | 8.4 | 91 | 57 | | F |
| Hatch | $21,990 | L4 | 2.0 | 107 | 184 | A4 | 1235 | – | – | 9.5 | 91 | 57 | | F |
| Hatch S | $23,490 | L4 | 2.0 | 107 | 184 | M5 | 1215 | – | – | 8.4 | 91 | 57 | | F |
| Hatch S | $25,490 | L4 | 2.0 | 107 | 184 | A4 | 1270 | – | – | 9.5 | 91 | 56 | | F |
| Hatch AWD | $22,490 | L4 | 2.0 | 107 | 184 | M5 | n/a | – | – | – | 91 | – | | PA |
| Hatch AWD | $24,790 | L4 | 2.0 | 107 | 184 | A4 | n/a | – | – | – | 91 | – | | PA |
| Hatch S AWD | $25,490 | L4 | 2.0 | 107 | 184 | M5 | 1285 | – | – | 8.7 | 91 | 56 | | PA |
| Hatch S AWD | $27,490 | L4 | 2.0 | 107 | 184 | A4 | 1320 | – | – | 9.5 | 91 | 56 | | PA |

### Grand Vitara — Capable, but as refined as an outback pub

☑ The only 'soft-roader' with real off-road ability; five-door's decent room and handling
☒ Diesel slow and snatchy; all models lack polish and refinement
- **The Pick:** If you spend most of your time on bitumen, there are more refined alternatives

| | Price | Eng type | Eng size | Power | Torque | Trans. | Kerb weight | 0-100 km/h | 0-400 metres | Fuel cons. | RON | Resale % | Issue tested | Drive |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 3dr | $25,990 | L4 | 2.4 | 122 | 225 | M5 | 1385 | – | – | 8.8 | 91 | 61 | | A |
| 3dr | $27,990 | L4 | 2.4 | 122 | 225 | A4 | 1385 | – | – | 9.6 | 91 | 60 | | A |
| 5dr | $30,990 | L4 | 2.4 | 122 | 225 | M5 | 1520 | – | – | 8.9 | 91 | 61 | | A |
| 5dr | $32,990 | L4 | 2.4 | 122 | 225 | A4 | 1535 | – | – | 9.9 | 91 | 61 | | A |
| DDiS 5dr | $35,990 | L4TD | 1.9 | 95 | 300 | M5 | 1612 | *13.6* | *19.2* | 7.6 | D | 56 | 09/08 | A |
| Prestige | $37,490 | L4 | 2.4 | 122 | 225 | A4 | 1640 | – | – | 9.9 | 91 | 59 | | A |
| V6 Prestige | $40,490 | V6 | 3.2 | 165 | 284 | A5 | 1695 | – | – | 10.5 | 91 | 59 | | A |

Recommended Retail Price at time of publication
L=in-line, V=vee, F=flat, R=rotary. Number of cyls or rotors. T=turbo, S=s'charged, D=diesel, H=hybrid
Litres
Kilowatts
Newton metres
M=manual, A=automatic, S=sequential, C=CVT
Kilograms
0-100km/h acceleration, in secs (Wheels tested figures in italics)
0-400m acceleration, in sec s (Wheels tested figures in italics)
Fuel consumption in Litres/100km
Recommended octane rating
RedBook predicted resale rating, retained after 3 years
When we drove it
F=Front drive, R=Rear drive, A=All drive, PA=Part-time all drive

Buy, Sell, Value & Research Cars at carsales.com.au
Australia's No. 1 Auto Website

# Toyota

3yr/100,000km
www.toyota.com.au

## Yaris Funky, anti-bland Toyota

☑ Great value; brimming with kit; solid body control; competent dynamics
☒ Engines buzzy and characterless; clunky auto; not the most effortless city runabout
- **The Pick:** Cheaper 1.3 works fine, so 1.5 isn't a must. All certainly better than a Getz

| | Price | Eng type | Eng size | Power | Torque | Trans. | Kerb weight | 0-100 km/h | 0-400 metres | Fuel cons. | RON | Resale % | Issue tested | Drive |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| YR 3dr | $15,690 | L4 | 1.3 | 63 | 121 | M5 | 1045 | *11.5* | *17.9* | 6.0 | 91 | 68 | 06/06 | F |
| YR 3dr | $17,290 | L4 | 1.3 | 63 | 121 | A4 | 1055 | – | – | 6.5 | 91 | 68 | | F |
| YRS 3dr | $17,340 | L4 | 1.5 | 80 | 141 | M5 | 1055 | – | – | 6.1 | 91 | 67 | | F |
| YRS 3dr | $18,940 | L4 | 1.5 | 80 | 141 | A4 | 1070 | – | – | 6.7 | 91 | 67 | | F |
| YRX 3dr | $19,890 | L4 | 1.5 | 80 | 141 | M5 | 1055 | – | – | 6.1 | 91 | 67 | | F |
| YRX 3dr | $21,490 | L4 | 1.5 | 80 | 141 | A4 | 1070 | – | – | 6.7 | 91 | 67 | | F |
| YR 5dr | $16,890 | L4 | 1.3 | 63 | 121 | M5 | 1045 | – | – | 6.0 | 91 | 68 | | F |
| YR 5dr | $18,490 | L4 | 1.3 | 63 | 121 | A4 | 1055 | – | – | 6.5 | 91 | 67 | | F |
| YRS 5dr | $18,540 | L4 | 1.5 | 80 | 141 | M5 | 1055 | *10.5* | *17.4* | 6.1 | 91 | 67 | 03/09 | F |
| YRS 5dr | $20,140 | L4 | 1.5 | 80 | 141 | A4 | 1070 | – | – | 6.7 | 91 | 67 | | F |
| YRX 5dr | $21,090 | L4 | 1.5 | 80 | 141 | M5 | 1055 | – | – | 6.1 | 91 | 67 | | F |
| YRX 5dr | $22,690 | L4 | 1.5 | 80 | 141 | A4 | 1070 | *11.2* | *18.0* | 6.7 | 91 | 66 | 11/07 | F |
| YRS sedan | $19,040 | L4 | 1.5 | 80 | 141 | M5 | 1075 | – | – | 6.1 | 91 | 67 | 04/06 | F |
| YRS sedan | $20,640 | L4 | 1.5 | 80 | 141 | A4 | 1090 | – | – | 6.1 | 91 | 67 | | F |
| YRX sedan | $21,590 | L4 | 1.5 | 80 | 141 | M5 | 1075 | – | – | 6.1 | 91 | – | | F |
| YRX sedan | $23,190 | L4 | 1.5 | 80 | 141 | A4 | 1090 | – | – | 6.1 | 91 | – | | F |

## Corolla Shortfalls no impediment to sales volumes

☑ Roomy and well-built; strong body; decent dynamics; ESP and four 'bags now standard
☒ Increase in size sees it heavier and slower than before; four-speed auto doesn't cut it
- **The Pick:** Conquest manual, but both Mazda 3 and VW Golf are more polished small cars

| | Price | Eng type | Eng size | Power | Torque | Trans. | Kerb weight | 0-100 km/h | 0-400 metres | Fuel cons. | RON | Resale % | Issue tested | Drive |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Ascent hatch | $21,740 | L4 | 1.8 | 100 | 175 | M6 | 1275 | 9.7 | – | 7.4 | 91 | 69 | | F |
| Ascent hatch | $23,740 | L4 | 1.8 | 100 | 175 | A4 | 1310 | *10.4* | *17.5* | 7.7 | 91 | 68 | 07/09 | F |
| Ascent sedan | $21,740 | L4 | 1.8 | 100 | 175 | M6 | 1255 | 9.7 | – | 7.4 | 91 | 69 | | F |
| Ascent sedan | $23,740 | L4 | 1.8 | 100 | 175 | A4 | 1270 | 11.1 | – | 7.7 | 91 | 68 | | F |
| Conquest hatch | $24,500 | L4 | 1.8 | 100 | 175 | M6 | 1275 | 9.7 | – | 7.4 | 91 | 69 | | F |
| Conquest hatch | $26,500 | L4 | 1.8 | 100 | 175 | A4 | 1310 | 11.1 | – | 7.7 | 91 | 69 | | F |
| Conquest sedan | $24,500 | L4 | 1.8 | 100 | 175 | M6 | 1255 | 9.7 | – | 7.4 | 91 | 69 | | F |
| Conquest sedan | $26,500 | L4 | 1.8 | 100 | 175 | A4 | 1270 | *10.2* | *17.4* | 7.7 | 91 | 68 | 08/07 | F |
| Levin SX hatch | $25,690 | L4 | 1.8 | 100 | 175 | M6 | 1275 | 9.7 | – | 7.4 | 91 | 68 | | F |
| Levin SX hatch | $27,690 | L4 | 1.8 | 100 | 175 | A4 | 1310 | 11.1 | – | 7.7 | 91 | 67 | | F |
| Levin ZR hatch | $28,900 | L4 | 1.8 | 100 | 175 | M6 | 1275 | *9.7* | *16.9* | 7.4 | 91 | 68 | 07/07 | F |
| Levin ZR hatch | $30,900 | L4 | 1.8 | 100 | 175 | A4 | 1310 | 11.1 | – | 7.7 | 91 | 68 | | F |

## Camry The king of competence

☑ It's roomy, well-priced, and doesn't offend the eye; decent ride and handling
☒ You'll struggle to pick the styling changes; steering lacks connection; average interior
- **The Pick:** Sportivo is decent, but it's hard to see why you'd overlook Liberty or Mondeo

| | Price | Eng type | Eng size | Power | Torque | Trans. | Kerb weight | 0-100 km/h | 0-400 metres | Fuel cons. | RON | Resale % | Issue tested | Drive |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Altise | $29,990 | L4 | 2.4 | 117 | 218 | M5 | 1415 | – | – | 8.9 | 91 | 56 | | F |
| Altise | $29,990 | L4 | 2.4 | 117 | 218 | A5 | 1450 | *9.5* | *16.8* | 8.8 | 91 | 56 | 10/07 | F |
| Ateva | $32,490 | L4 | 2.4 | 117 | 218 | A5 | 1460 | – | – | 8.8 | 91 | 59 | | F |
| Sportivo | $33,990 | L4 | 2.4 | 117 | 218 | M5 | 1430 | *9.4* | *16.5* | 8.9 | 91 | 59 | 08/06 | F |
| Sportivo | $33,990 | L4 | 2.4 | 117 | 218 | A5 | 1470 | *10.3* | *17.3* | 8.8 | 91 | 59 | 11/06 | F |
| Grande | $39,990 | L4 | 2.4 | 117 | 218 | A5 | 1480 | – | – | 8.8 | 91 | 56 | | F |

## Aurion Best locally-made Toyota ever

☑ Compelling blend of grunt and economy; Sportivo even handles quite well
☒ Low-speed ride lacks compliance; ESP can't be turned off; rear seat set too low
- **The Pick:** Not a patch on VE and FG dynamically, but base AT-X is good value

| | Price | Eng type | Eng size | Power | Torque | Trans. | Kerb weight | 0-100 km/h | 0-400 metres | Fuel cons. | RON | Resale % | Issue tested | Drive |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AT-X | $34,990 | V6 | 3.5 | 200 | 336 | A6 | 1590 | – | – | 9.9 | 91 | 62 | | F |
| Sportivo SX6 | $38,990 | V6 | 3.5 | 200 | 336 | A6 | 1630 | – | – | 9.9 | 91 | 62 | | F |
| Prodigy | $39,990 | V6 | 3.5 | 200 | 336 | A6 | 1630 | *6.8* | *14.8* | 9.9 | 91 | 62 | 07/08 | F |
| Sportivo ZR6 | $42,990 | V6 | 3.5 | 200 | 336 | A6 | 1630 | *7.4* | *15.3* | 9.9 | 91 | 61 | 01/07 | F |
| Presara | $49,990 | V6 | 3.5 | 200 | 336 | A6 | 1630 | – | – | 9.9 | 91 | 60 | | F |

## Prius III Clever, spacious, frugal. Hugs trees

☑ New-gen Prius now even more frugal, and it no longer falls over itself in corners
☒ Still completely emotionless and bland to drive; arcade game steering
- **The Pick:** It'll halve your fuel bills over a Camry, but i-Tech is hugely over-priced

| | Price | Eng type | Eng size | Power | Torque | Trans. | Kerb weight | 0-100 km/h | 0-400 metres | Fuel cons. | RON | Resale % | Issue tested | Drive |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | $39,900 | L4H | 1.8 | 73 | 142 | C | 1370 | – | – | 3.9 | 95 | | 02/10 | F |
| i-Tech | $53,500 | L4H | 1.8 | 73 | 142 | C | 1420 | – | – | 3.9 | 95 | | 02/10 | F |

## Avensis Bigger engine enhances family appeal

☑ Pleasant to drive; kids dig the seven-seat thing
☒ Seating arrangement hardly clever; no manual option
- **The Pick:** Getting old, and not as clever as Odyssey or Grandis, or as appealing as Tarago

| | Price | Eng type | Eng size | Power | Torque | Trans. | Kerb weight | 0-100 km/h | 0-400 metres | Fuel cons. | RON | Resale % | Issue tested | Drive |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| GLX | $39,990 | L4 | 2.4 | 118 | 221 | A4 | 1500 | 10.7 | – | 9.2 | 91 | 63 | | F |
| Ultima | $44,250 | L4 | 2.4 | 118 | 221 | A4 | 1550 | 10.7 | – | 9.2 | 91 | 63 | | F |

## Tarago Rakish-looking MPV

☑ Decent dynamics; roomy second row; new V6 is most powerful MPV in class; good NVH
☒ Four-pot lacks torque and struggles with a full load; cramped third row; daggy trim
- **The Pick:** Slick V6 is the best bet, but if you've stretched from a Kia Carnival, the four's fine

| | Price | Eng type | Eng size | Power | Torque | Trans. | Kerb weight | 0-100 km/h | 0-400 metres | Fuel cons. | RON | Resale % | Issue tested | Drive |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| GLi | $51,750 | L4 | 2.4 | 125 | 224 | A4 | 1795 | *10.9* | *17.7* | 9.5 | 91 | 57 | 06/06 | F |
| GLX | $54,150 | L4 | 2.4 | 125 | 224 | A4 | 1617 | – | – | 9.5 | 91 | 57 | | F |
| GLi V6 | $56,390 | V6 | 3.5 | 202 | 340 | A6 | 1870 | – | – | 10.2 | 95 | 56 | | F |
| GLX V6 | $58,390 | V6 | 3.5 | 202 | 340 | A6 | 1930 | – | – | 10.2 | 95 | 57 | | F |
| Ultima V6 | $74,000 | V6 | 3.5 | 202 | 340 | A6 | 1930 | – | – | 10.3 | 95 | 54 | | F |

## RAV4 No longer the compact SUV benchmark

☑ Does everything competently ... like a Camry SUV; very roomy, with fine interior quality
☒ Recent facelift can't hide the wrinkles; V6 has *way* too much engine for the chassis
- **The Pick:** The fours are keen and frugal, but otherwise the package is uninspiring

| | Price | Eng type | Eng size | Power | Torque | Trans. | Kerb weight | 0-100 km/h | 0-400 metres | Fuel cons. | RON | Resale % | Issue tested | Drive |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| CV | $32,490 | L4 | 2.4 | 125 | 224 | M5 | – | – | – | 9.1 | 91 | 60 | | A |
| CV | $34,490 | L4 | 2.4 | 125 | 224 | A4 | 1590 | *10.0* | *17.1* | 9.6 | 91 | 60 | 09/08 | A |
| Cruiser | $37,490 | L4 | 2.4 | 125 | 224 | M5 | – | – | – | 9.1 | 91 | 61 | | A |
| Cruiser | $39,490 | L4 | 2.4 | 125 | 224 | A4 | – | – | – | 9.6 | 91 | 60 | | A |
| Cruiser L | $42,490 | L4 | 2.4 | 125 | 224 | M5 | – | – | – | 9.1 | 91 | 60 | | A |
| Cruiser L | $44,490 | L4 | 2.4 | 125 | 224 | A4 | – | *10.4* | *17.4* | 9.6 | 91 | 60 | 07/06 | A |
| CV6 | $40,490 | V6 | 3.5 | 201 | 333 | A5 | 1655 | – | – | 10.5 | 91 | – | | A |
| SX6 | $45,490 | V6 | 3.5 | 201 | 333 | A5 | 1655 | – | – | 10.5 | 91 | – | | A |
| ZR6 | $50,490 | V6 | 3.5 | 201 | 333 | A5 | 1655 | – | – | 10.5 | 91 | – | | A |

## Kluger Second-gen now front-drive, too

☑ Persuasive comfort; refinement; safety features; now available in FWD guise
☒ Pushy understeer when hurried; hefty weight increase from old model; ESP calibration
- **The Pick:** KX-R AWD, but patchy dynamics mean Kluger's surpassed by Territory and CX-9

| | Price | Eng type | Eng size | Power | Torque | Trans. | Kerb weight | 0-100 km/h | 0-400 metres | Fuel cons. | RON | Resale % | Issue tested | Drive |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| KX-R 2WD 5 seat | $41,490 | V6 | 3.5 | 201 | 337 | A5 | 1930 | – | – | 11.0 | 91 | 66 | | F |
| KX-R 2WD 7 seat | $43,990 | V6 | 3.5 | 201 | 337 | A5 | 1930 | – | – | 11.0 | 91 | 66 | | F |
| KX-R AWD 5 seat | $45,990 | V6 | 3.5 | 201 | 337 | A5 | 2020 | – | – | 11.0 | 91 | 66 | | A |
| KX-R AWD 7 seat | $48,490 | V6 | 3.5 | 201 | 337 | A5 | 2020 | – | – | 11.0 | 91 | 66 | | A |
| KX-S 2WD 7 seat | $51,990 | V6 | 3.5 | 201 | 337 | A5 | 1930 | *7.8* | *15.9* | 11.0 | 91 | 66 | 09/07 | F |
| KX-S AWD 7 seat | $56,490 | V6 | 3.5 | 201 | 337 | A5 | 2020 | – | – | 11.0 | 91 | 66 | | A |
| Grande 2WD 7 seat | $61,990 | V6 | 3.5 | 201 | 337 | A5 | 1935 | – | – | 11.0 | 91 | 66 | | F |
| Grande AWD 7 seat | $66,490 | V6 | 3.5 | 201 | 337 | A5 | 2035 | – | – | 11.0 | 91 | 66 | | A |

## Prado New-gen mid-size 4WD with real off-road ability

☑ New Prado offers gruntier V6, a new three-door, and upgraded off-road tech in Kakadu
☒ Painful price rise of $5-10K; separate chassis and live rear axle still affects handling
- **The Pick:** If you don't venture off-road, look elsewhere. Otherwise, mid-spec GXL is decent

| | Price | Eng type | Eng size | Power | Torque | Trans. | Kerb weight | 0-100 km/h | 0-400 metres | Fuel cons. | RON | Resale % | Issue tested | Drive |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SX 3dr | $55,990 | L4TD | 3.0 | 127 | 410 | A5 | – | – | – | 8.3 | D | – | | A |
| ZR 3dr | $65,990 | L4TD | 3.0 | 127 | 410 | A5 | – | – | – | 8.3 | D | – | | A |
| GX | $55,990 | L4TD | 3.0 | 127 | 410 | M6 | – | – | – | 8.5 | D | – | | A |
| GX | $58,490 | L4TD | 3.0 | 127 | 410 | A5 | – | – | – | 8.8 | D | – | | A |
| GXL | $60,990 | V6 | 4.0 | 202 | 381 | M6 | – | – | – | 11.5 | 91 | – | | A |
| GXL | $63,490 | V6 | 4.0 | 202 | 381 | A5 | – | – | – | 13.0 | 91 | – | | A |
| GXL | $61,990 | L4TD | 3.0 | 127 | 410 | M6 | – | – | – | 8.5 | D | – | | A |
| GXL | $64,490 | L4TD | 3.0 | 127 | 410 | A5 | – | – | – | 8.8 | D | – | | A |
| VX | $74,490 | V6 | 4.0 | 202 | 381 | A5 | – | – | – | 13.0 | 91 | – | | A |
| VX | $75,490 | L4TD | 3.0 | 127 | 410 | A5 | – | – | – | 8.8 | D | – | | A |
| Kakadu | $87,990 | V6 | 4.0 | 202 | 381 | A5 | – | – | – | 13.0 | 91 | – | | A |
| Kakadu | $88,990 | L4TD | 3.0 | 127 | 410 | A5 | – | – | – | 8.8 | D | – | | A |

## Landcruiser Bigger, better and loaded with technology

☑ Wonderful cruise comfort and exceptional refinement; go-anywhere ruggedness
☒ It's a tank; cabin entry/egress difficult; brakes easily waterlogged; lumbering dynamics
- **The Pick:** King of the outback. Outstanding diesel V8 easily the pick

| | Price | Eng type | Eng size | Power | Torque | Trans. | Kerb weight | 0-100 km/h | 0-400 metres | Fuel cons. | RON | Resale % | Issue tested | Drive |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 4.7 GXL | $76,240 | V8 | 4.7 | 202 | 410 | A5 | 2555 | – | – | 14.5 | 91 | – | | A |
| 4.5 GXL | $86,240 | V8TD | 4.5 | 195 | 650 | A6 | 2630 | – | – | 10.3 | D | – | | A |
| 4.7 VX | $87,000 | V8 | 4.7 | 202 | 410 | A5 | 2610 | – | – | 14.5 | 91 | – | | A |
| 4.5 VX | $97,000 | V8TD | 4.5 | 195 | 650 | A6 | 2675 | – | – | 10.3 | D | – | | A |
| 4.7 Sahara | $103,240 | V8 | 4.7 | 202 | 410 | A5 | 2610 | – | – | 14.5 | 91 | – | | A |
| 4.5 Sahara | $113,240 | V8TD | 4.5 | 195 | 650 | A6 | 2675 | – | – | 10.3 | D | – | | A |

# Volkswagen

3yr/100,000km
www.volkswagen.com.au

## Polo Facelifted and now far feistier

☑ Beautifully finished interiors; impressive refinement; first-in-class six-speed auto
☒ Base 59kW 1.4 is refined, but an utter slug; gutsy TDI not offered as an auto (or DSG)
- **The Pick:** Good value for a small Euro, but excellent new-gen Polo coming in March 2010

| | Price | Eng type | Eng size | Power | Torque | Trans. | Kerb weight | 0-100 km/h | 0-400 metres | Fuel cons. | RON | Resale % | Issue tested | Drive |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Edition 3dr | $16,990 | L4 | 1.4 | 59 | 130 | M5 | 1102 | 12.2 | – | 6.5 | 95 | 63 | | F |
| Edition 3dr | $19,490 | L4 | 1.4 | 59 | 130 | A6 | 1152 | 14.3 | – | 7.3 | 95 | 62 | | F |
| Pacific 5dr | $19,990 | L4 | 1.6 | 77 | 153 | M5 | 1137 | 10.4 | – | 7.1 | 95 | 62 | | F |
| Pacific 5dr | $22,490 | L4 | 1.6 | 77 | 153 | A6 | 1187 | 11.3 | – | 7.6 | 95 | 62 | | F |
| Pacific TDI 5dr | $22,990 | L4TD | 1.9 | 74 | 240 | M5 | 1252 | 10.7 | – | 5.0 | D | 62 | | F |
| GTI | $26,990 | L4T | 1.8 | 110 | 220 | M5 | 1115 | *8.0* | *15.9* | *9.4* | 95 | 61 | 12/07 | F |

## New Beetle Original retro, if that makes sense

☑ Sense of adventure; front headroom; all models well-built (in Mexico) and should last
☒ Slow and sloppy; poor packaging beaten by original air-cooled Beetle
- **The Pick:** Even the 'new' Beetle is now a decade old. Purists will prefer a restored Bug

| | Price | Eng type | Eng size | Power | Torque | Trans. | Kerb weight | 0-100 km/h | 0-400 metres | Fuel cons. | RON | Resale % | Issue tested | Drive |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Miami | $26,700 | L4 | 1.6 | 75 | 148 | M5 | 1237 | 11.6 | – | 7.7 | 95 | 60 | | F |
| Miami | $29,200 | L4 | 1.6 | 75 | 148 | A6 | 1267 | 13.2 | – | 8.3 | 95 | 59 | | F |
| TDI | $29,400 | L4TD | 1.9 | 77 | 240 | M5 | 1292 | 12.4 | – | 5.5 | D | 62 | | F |
| Cabriolet | $37,700 | L4 | 2.0 | 85 | 172 | M5 | 1324 | 11.7 | – | 8.8 | 95 | 59 | | F |
| Cabriolet | $40,200 | L4 | 2.0 | 85 | 172 | A6 | 1352 | 12.9 | – | 9.3 | 95 | 58 | | F |

## Golf MkVI 2009 Wheels Car of the Year

☑ Golf's trademark class and refinement, with even better dynamics
☒ Electric steering lacks feel; evolutionary styling a tad too conservative for some
- **The Pick:** All are excellent – sweet 90TSI and 118TSI, frugal TDIs, and brilliant new-gen GTI

| | Price | Eng type | Eng size | Power | Torque | Trans. | Kerb weight | 0-100 km/h | 0-400 metres | Fuel cons. | RON | Resale % | Issue tested | Drive |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 90TSI Trendline | $25,990 | L4T | 1.4 | 90 | 200 | M5 | 1302 | 9.5 | n/a | 6.4 | 95 | 62 | 02/10 | F |
| 90TSI Trendline | $28,490 | L4T | 1.4 | 90 | 200 | S7 | 1322 | *9.9* | *17.2* | 6.2 | 95 | 62 | 07/09 | F |

| | Price | Eng type | Eng size | Power | Torque | Trans. | Kerb weight | 0-100 km/h | 0-400 metres | Fuel cons. | RON | Resale % | Issue tested | Drive |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 77TDI Trendline | $28,690 | L4TD | 1.6 | 77 | 250 | M5 | 1310 | 11.3 | – | 4.9 | D | – | 02/10 | F |
| 77TDI Trendline | $31,190 | L4TD | 1.6 | 77 | 250 | S7 | 1330 | 11.2 | – | 5.1 | D | – | | F |
| 118TSI Comfortline | $30,490 | L4ST | 1.4 | 118 | 240 | M6 | 1343 | 8.0 | *15.7* | 6.2 | 95 | 63 | 06/09 | F |
| 118TSI Comfortline | $32,990 | L4ST | 1.4 | 118 | 240 | S7 | 1362 | 8.0 | – | 6.5 | 95 | 63 | 02/10 | F |
| 103TDI Comfortline | $33,190 | L4TD | 2.0 | 103 | 320 | M6 | 1398 | 9.3 | – | 5.3 | D | 63 | | F |
| 103TDI Comfortline | $35,690 | L4TD | 2.0 | 103 | 320 | S6 | 1418 | 9.3 | – | 5.6 | D | 63 | 02/10 | F |
| GTI 3dr | $38,990 | L4T | 2.0 | 155 | 280 | M6 | 1360 | 6.9 | – | 7.7 | 95 | – | | F |
| GTI 3dr | $41,490 | L4T | 2.0 | 155 | 280 | S6 | 1380 | 6.9 | – | 7.6 | 95 | – | | F |
| GTI | $40,490 | L4T | 2.0 | 155 | 280 | M6 | 1360 | 6.9 | – | 7.7 | 95 | – | | F |
| GTI | $42,990 | L4T | 2.0 | 155 | 280 | S6 | 1380 | 6.9 | – | 7.6 | 95 | – | 02/10 | F |

### Jetta

VW puts the boot into Golf

☑ Enormous boot; tonnes of kit; great drivetrains; DSG Turbo a performance bargain

☒ Steering feel somewhat sanitised; rapid 147TSI not as dynamically polished as a Golf GTI

- **The Pick:** Jetta isn't as fresh or classy as Golf, but excellent 118TSI is roomier and top value

| | Price | Eng type | Eng size | Power | Torque | Trans. | Kerb weight | 0-100 km/h | 0-400 metres | Fuel cons. | RON | Resale % | Issue tested | Drive |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 77TDI | $28,990 | L4TD | 1.6 | 77 | 250 | M5 | – | – | – | – | D | – | | F |
| 77TDI | $31,490 | L4TD | 1.6 | 77 | 250 | S7 | – | – | – | – | D | – | | F |
| 118TSI | $30,990 | L4ST | 1.4 | 118 | 240 | M6 | 1407 | 8.5 | – | 6.8 | 95 | – | | F |
| 118TSI | $33,490 | L4ST | 1.4 | 118 | 240 | S7 | 1437 | 8.5 | – | 6.6 | 95 | – | | F |
| 103TDI | $35,990 | L4TD | 2.0 | 103 | 320 | S6 | 1502 | – | – | 6.0 | D | – | | F |
| 125TDI Highline | $38,990 | L4TD | 2.0 | 125 | 350 | S6 | – | – | – | – | D | – | | F |
| 147TSI Highline | $38,990 | L4T | 2.0 | 147 | 280 | S6 | 1462 | 7.2 | – | 8.0 | 95 | – | 03/06 | F |

### Passat

Another cracking Volkswagen

☑ Roomy; refined; lush-sounding V6, rapid 2.0T; dynamics of sports-suspended 4Motion

☒ Steering of fours feels a bit disconnected; all petrols prefer 98 RON fuel; ride can be terse

- **The Pick:** 147TSI models are feisty and frugal. Wagon is cooler than sedan, too

| | Price | Eng type | Eng size | Power | Torque | Trans. | Kerb weight | 0-100 km/h | 0-400 metres | Fuel cons. | RON | Resale % | Issue tested | Drive |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 103TDI | $42,990 | L4TD | 2.0 | 103 | 320 | S6 | 1451 | 9.8 | – | 6.6 | D | 55 | | F |
| 103TDI wagon | $44,990 | L4TD | 2.0 | 103 | 320 | S6 | 1512 | 10.1 | 17.4 | 6.7 | D | 55 | | F |
| 125TDI | $44,990 | L4TD | 2.0 | 125 | 350 | S6 | 1526 | 8.6 | – | 6.7 | D | 55 | | F |
| 125TDI wagon | $46,990 | L4TD | 2.0 | 125 | 350 | S6 | 1587 | 8.8 | – | 6.8 | D | 55 | | F |
| 147TSI | $44,990 | L4T | 2.0 | 147 | 280 | A6 | 1431 | *7.7* | *15.5* | 8.7 | 95 | 55 | 05/06 | F |
| 147TSI wagon | $46,990 | L4T | 2.0 | 147 | 280 | A6 | 1492 | 7.8 | 15.7 | 8.9 | 95 | 55 | | F |
| V6 FSI Highline | $56,990 | V6 | 3.2 | 184 | 330 | S6 | 1531 | *7.2* | *15.2* | 10.0 | 95 | 55 | 01/07 | A |
| V6 FSI Highline wgn | $58,990 | V6 | 3.2 | 184 | 330 | S6 | 1592 | *7.1* | *15.1* | 10.1 | 95 | 55 | 05/06 | A |

| | Price | Eng type | Eng size | Power | Torque | Trans. | Kerb weight | 0-100 km/h | 0-400 metres | Fuel cons. | RON | Resale % | Issue tested | Drive |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| R36 | $65,990 | V6 | 3.6 | 220 | 350 | S6 | 1726 | 5.6 | – | 10.7 | 98 | – | | A |
| R36 wagon | $67,990 | V6 | 3.6 | 220 | 350 | S6 | 1792 | 5.8 | – | 10.7 | 98 | – | | A |

### Passat CC

Coupe class (mostly) without the usual compromises

☑ Brings newfound sex appeal to Passat line-up; all-paw 3.6 V6 model is a scorcher

☒ Unlike Passat sedan, CC only seats four; coupe-like roofline sacrifices rear headroom

- **The Pick:** CC's curves best complemented by raunchy 3.6-litre V6

| | Price | Eng type | Eng size | Power | Torque | Trans. | Kerb weight | 0-100 km/h | 0-400 metres | Fuel cons. | RON | Resale % | Issue tested | Drive |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 125TDI | $54,990 | L4TD | 2.0 | 125 | 350 | S6 | 1526 | 9.5 | *17.0* | 6.3 | D | – | 05/09 | F |
| V6 FSI | $65,990 | V6 | 3.6 | 220 | 350 | S6 | 1656 | – | – | 10.5 | 98 | – | | A |

### Eos

Gas-axed Golf makes a winning coupe/cabrio

☑ Clever folding roof incorporates sunroof and looks great up or down; swift petrol turbo

☒ Diesel soundtrack not a happy marriage with roof-down motoring

- **The Pick:** Class-leading drop-top is a great drive. Dodge the diesel for the sweet petrol

| | Price | Eng type | Eng size | Power | Torque | Trans. | Kerb weight | 0-100 km/h | 0-400 metres | Fuel cons. | RON | Resale % | Issue tested | Drive |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 103TDI | $47,990 | L4TD | 2.0 | 103 | 320 | M6 | 1556 | 10.3 | – | 6.0 | D | 69 | | F |
| 103TDI | $50,490 | L4TD | 2.0 | 103 | 320 | S6 | 1581 | 10.3 | – | 6.9 | D | 69 | | F |
| 147TSI | $49,990 | L4T | 2.0 | 147 | 280 | M6 | 1546 | *7.9* | *15.7* | 8.4 | 95 | 69 | 06/07 | F |
| 147TSI | $52,490 | L4T | 2.0 | 147 | 280 | S6 | 1571 | 7.5 | – | 8.2 | 95 | 69 | | F |

### Caddy

Mini van with max refinement

☑ Loads of storage combined with voluminous space; Golf underpinnings; cracking diesel

☒ Refinement, power and standard ABS/traction control make it pricier than competitors

- **The Pick:** German efficiency in a class full of Frenchies, but lacks their *je ne sais quoi*

| | Price | Eng type | Eng size | Power | Torque | Trans. | Kerb weight | 0-100 km/h | 0-400 metres | Fuel cons. | RON | Resale % | Issue tested | Drive |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | $21,990 | L4 | 1.6 | 75 | 148 | M5 | 1422 | 13.7 | – | 8.2 | 95 | 60 | | F |
| TDI | $25,990 | L4TD | 1.9 | 77 | 250 | M5 | 1481 | 13.3 | – | 6.0 | D | 60 | | F |
| TDI | $28,990 | L4TD | 1.9 | 77 | 250 | A6 | 1481 | 13.3 | – | 6.6 | D | 59 | | F |
| Maxi | $24,740 | L4 | 1.6 | 75 | 148 | M5 | 1432 | – | – | 8.2 | 95 | 60 | | F |
| Maxi TDI | $28,740 | L4TD | 1.9 | 77 | 250 | M5 | 1507 | – | – | 6.1 | D | 60 | | F |
| Maxi TDI | $31,740 | L4TD | 1.9 | 77 | 250 | A6 | 1537 | – | – | 6.7 | D | 59 | | F |

### Caddy Life

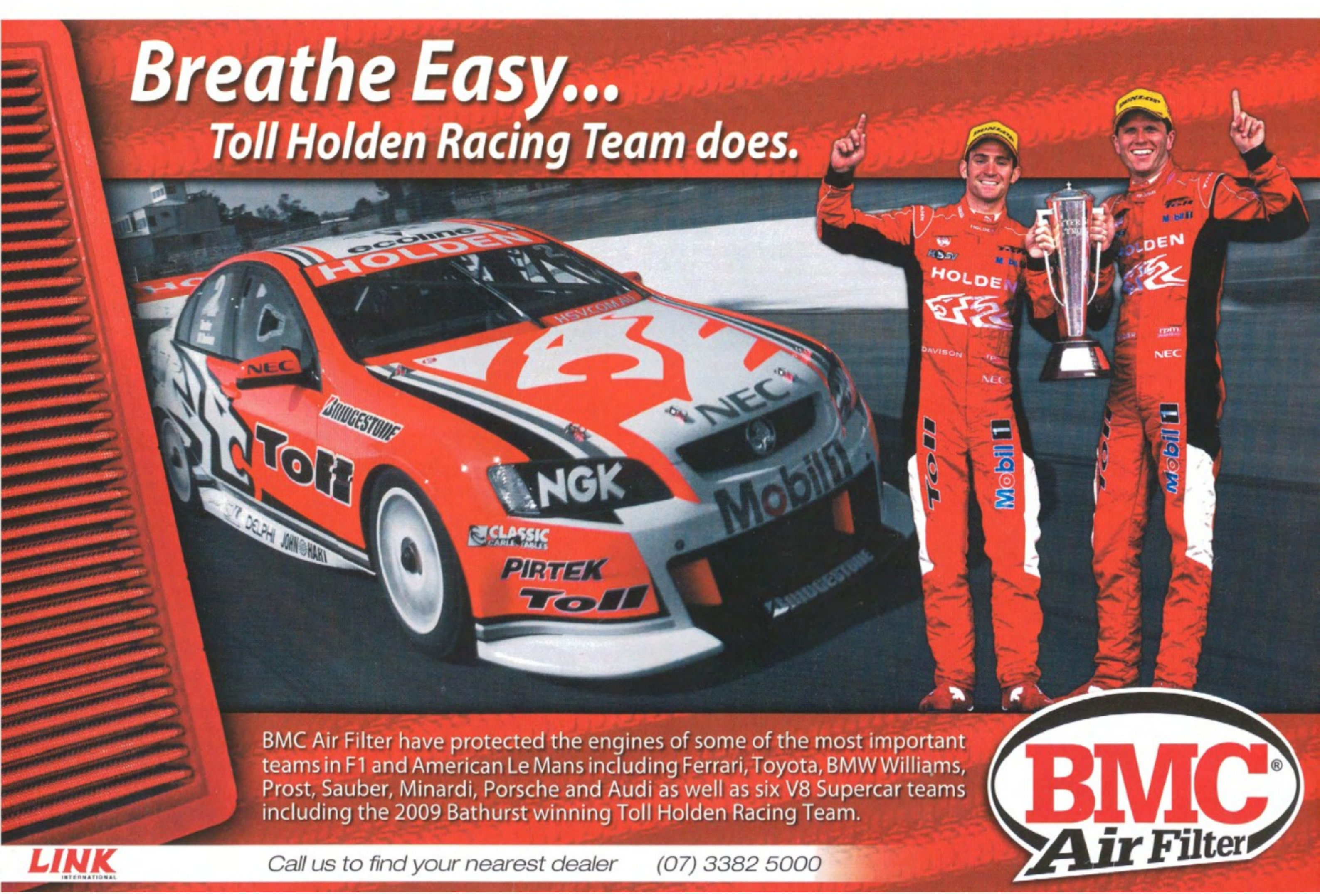
Do-anything Golf-based MPV

☑ A clever, high-quality MPV, now stretched to provide extra rear-seat and luggage space

☒ Not exactly sexy; somewhat primitive leaf rear suspension; van origins are obvious

- **The Pick:** Roomy, utilitarian, and surprisingly good if you need seven seats

| | Price | Eng type | Eng size | Power | Torque | Trans. | Kerb weight | 0-100 km/h | 0-400 metres | Fuel cons. | RON | Resale % | Issue tested | Drive |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1.9 TDi Maxi | $34,990 | L4TD | 1.9 | 77 | 250 | M5 | 1661 | 13.3 | – | 6.3 | D | – | | F |
| 1.9 TDi Maxi | $37,990 | L4TD | 1.9 | 77 | 250 | S6 | 1701 | 13.3 | – | 6.8 | D | – | | F |



Breathe Easy...
Toll Holden Racing Team does.

BMC Air Filter have protected the engines of some of the most important teams in F1 and American Le Mans including Ferrari, Toyota, BMW Williams, Prost, Sauber, Minardi, Porsche and Audi as well as six V8 Supercar teams including the 2009 Bathurst winning Toll Holden Racing Team.

Call us to find your nearest dealer (07) 3382 5000

BMC Air Filter

LINK INTERNATIONAL

Price: Recommended Retail Price at time of publication · Eng type: L=in-line, V=vee, F=flat, R=rotary. Number of cyls or rotors. T=turbo, S=s'charged, D=diesel, H=hybrid · Eng size: Litres · Power: Kilowatts · Torque: Newton metres · Trans.: M=manual, A=automatic, S=sequential, C=CVT · Kerb weight: Kilograms · 0-100 km/h: 0-100km/h acceleration, in secs (*Wheels* tested figures in italics) · 0-400 metres: 0-400m acceleration, in secs (*Wheels* tested figures in italics) · Fuel cons.: Fuel consumption in Litres/100km · RON: Recommended octane rating · Resale %: RedBook predicted resale rating, retained after 3 years · Issue tested: When we drove it · Drive: F=Front drive, R=Rear drive, A=All drive, PA=Part-time all drive

Buy, Sell, Value & Research Cars at carsales.com.au
Australia's No.1 Auto Website

### Multivan — Tarago meets its match

☑ Huge range of choices; sweet V6 and chunky TDI engines; spacious, quality interiors
☒ Range-topping models expensive; firm ride; chunky kerb weight hurts fuel economy
- **The Pick:** Crank the Rammstein and the eight-seater Highline morphs into the mosh bus

| | Price | Eng type | Eng size | Power | Torque | Trans. | Kerb weight | 0-100 km/h | 0-400 metres | Fuel cons. | RON | Resale % | Issue tested | Drive |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Comfortline | $56,990 | V6 | 3.2 | 173 | 315 | A6 | 2389 | – | – | 13.5 | 95 | 59 | | F |
| Comfortline TDI | $56,990 | L5TD | 2.5 | 128 | 400 | A6 | 2364 | – | – | 8.4 | D | 59 | | F |
| C'line TDI 4Motion | $57,990 | L5TD | 2.5 | 128 | 400 | M6 | 2364 | – | – | 9.8 | D | 59 | | A |
| Highline | $70,990 | V6 | 3.2 | 173 | 315 | A6 | 2412 | – | – | 13.5 | 95 | 59 | | F |
| Highline TDI | $69,990 | L5TD | 2.5 | 128 | 400 | A6 | 2437 | – | – | 8.4 | D | 59 | | F |
| H'line TDI 4Motion | $69,990 | L5TD | 2.5 | 128 | 400 | M6 | 2437 | – | – | 9.8 | D | 59 | | A |

### Tiguan — Belated arrival, new class-leader

☑ Excellent drivetrains; roomy interior; standout refinement; fine steering and handling
☒ Smaller boot than its SUV rivals; firm-ish ride quality; space-saver spare
- **The Pick:** 'Tiger-iguana' (yes, really) is the best compact SUV on sale. 125TSI is top value

| | Price | Eng type | Eng size | Power | Torque | Trans. | Kerb weight | 0-100 km/h | 0-400 metres | Fuel cons. | RON | Resale % | Issue tested | Drive |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 125TSI | $33,990 | L4T | 2.0 | 125 | 280 | M6 | 1610 | 8.2 | – | 9.1 | 95 | – | | A |
| 125TSI | $36,490 | L4T | 2.0 | 125 | 280 | A6 | 1630 | 9.2 | – | 10.1 | 95 | – | | A |
| 103TDI | $36,690 | L4TD | 2.0 | 103 | 320 | M6 | 1630 | *10.9* | *17.6* | 7.4 | D | – | 09/08 | A |
| 103TDI | $39,190 | L4TD | 2.0 | 103 | 320 | A6 | 1650 | 10.7 | – | 7.9 | D | – | | A |
| 147TSI | $42,990 | L4T | 2.0 | 147 | 280 | A6 | 1660 | 8.2 | – | 10.1 | 95 | – | | A |

### Touareg — It's almost a Porsche, did ya know?

☑ Coil-sprung V6 rides better than air-sprung models; handles quite well; superb cabin
☒ Equipment levels not that flash; R5 TDI is slow; petrol V6 is thirsty; R50 is ostentatious
- **The Pick:** V6 TDI is easily the best Touareg – smooth, torquey and economical

| | Price | Eng type | Eng size | Power | Torque | Trans. | Kerb weight | 0-100 km/h | 0-400 metres | Fuel cons. | RON | Resale % | Issue tested | Drive |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 3.6 V6 FSI | $75,990 | V6 | 3.6 | 206 | 360 | A6 | 2235 | 8.7 | – | 13.6 | 95 | 61 | | A |
| 3.0 V6 TDI | $75,990 | V6TD | 3.0 | 176 | 550 | A6 | 2328 | 8.3 | – | 9.9 | D | 61 | | A |
| 5.0 V10 TDI | $124,990 | V10TD | 4.9 | 230 | 750 | A6 | 2609 | 7.8 | – | 12.6 | D | 60 | | A |
| R50 5.0 V10 TDI | $134,990 | V10TD | 4.9 | 258 | 850 | A6 | 2609 | 6.7 | – | 12.6 | D | – | | A |

## Volvo

3yr/unlimited
www.volvocars.com.au

### C30 — Style and substance

☑ Pushes style envelope; T5's great chassis balance and steering; lovely Scando interior
☒ No centre rear seat; petrols a tad thirsty; firm ride; brakes not up to hard driving
- **The Pick:** T5 is a luxury-sports hot hatch and very underrated. We like it a lot

| | Price | Eng type | Eng size | Power | Torque | Trans. | Kerb weight | 0-100 km/h | 0-400 metres | Fuel cons. | RON | Resale % | Issue tested | Drive |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 2.4 S | $34,950 | L5 | 2.4 | 125 | 230 | M5 | 1429 | 8.1 | – | 8.4 | 95 | – | | F |
| 2.4 S | $36,450 | L5 | 2.4 | 125 | 230 | A5 | 1429 | 8.8 | – | 9.0 | 95 | – | | F |
| 2.4 LE | $39,450 | L5 | 2.4 | 125 | 230 | M5 | 1429 | 8.1 | – | 8.4 | 95 | 50 | | F |
| 2.4 LE | $40,950 | L5 | 2.4 | 125 | 230 | A5 | 1429 | 8.8 | – | 9.0 | 95 | 56 | | F |
| T5 | $43,450 | L5T | 2.5 | 169 | 320 | M6 | 1437 | *6.7* | *15.1* | 8.7 | 95 | 51 | 01/08 | F |
| T5 | $44,950 | L5T | 2.5 | 169 | 320 | A5 | 1437 | 7.1 | – | 9.4 | 95 | 56 | | F |
| D5 | $43,450 | L5TD | 2.4 | 132 | 400 | M6 | 1479 | 7.7 | – | 6.2 | D | – | | F |
| D5 | $44,950 | L5TD | 2.4 | 132 | 350 | A5 | 1479 | 8.4 | – | 6.9 | D | – | | F |

### S40 — The first fun-to-drive Volvo in decades

☑ Steers and handles well and has real driver appeal; T5 has bags of torque; silky diesel
☒ Ride isn't great; boot is shallow; awful rear headroom; big options list can stretch price
- **The Pick:** T5, but all are a better bet than 9-3, 407 or Laguna as an entry-level mid-size Euro

| | Price | Eng type | Eng size | Power | Torque | Trans. | Kerb weight | 0-100 km/h | 0-400 metres | Fuel cons. | RON | Resale % | Issue tested | Drive |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 2.4 S | $39,950 | L5 | 2.4 | 125 | 230 | M5 | 1467 | 8.2 | – | 8.5 | 95 | 51 | | F |
| 2.4 S | $41,450 | L5 | 2.4 | 125 | 230 | A5 | 1467 | 8.9 | – | 9.1 | 95 | 51 | | F |
| 2.4 LE | $44,950 | L5 | 2.4 | 125 | 230 | M5 | 1467 | 8.2 | – | 8.5 | 95 | 51 | | F |
| 2.4 LE | $46,450 | L5 | 2.4 | 125 | 230 | A5 | 1467 | 8.9 | – | 9.1 | 95 | 51 | | F |
| D5 | $44,950 | L5TD | 2.4 | 132 | 400 | M6 | 1532 | 8.0 | – | 6.4 | D | 55 | | F |
| D5 | $46,450 | L5TD | 2.4 | 132 | 350 | A5 | 1532 | 8.5 | – | 7.0 | D | 55 | | F |
| T5 AWD | $54,950 | L5T | 2.5 | 169 | 320 | M6 | 1561 | 7.1 | – | 9.6 | 95 | 53 | | A |
| T5 AWD | $56,450 | L5T | 2.5 | 169 | 320 | A5 | 1561 | 7.5 | – | 10.1 | 95 | 52 | | A |

### V50 — More practical than S40 and still a good steer

☑ Mixes S40's appealing dynamics and charming in-line five with far more useable room
☒ Not a traditional Volvo wagon – it's a 'lifestyle' jobbie that swallows poodles, not pallets
- **The Pick:** Base S is the best value proposition, T5 is the best to drive

| | Price | Eng type | Eng size | Power | Torque | Trans. | Kerb weight | 0-100 km/h | 0-400 metres | Fuel cons. | RON | Resale % | Issue tested | Drive |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 2.4 S | $42,950 | L5 | 2.4 | 125 | 230 | M5 | 1483 | 8.3 | – | 8.5 | 95 | 58 | | F |
| 2.4 S | $44,450 | L5 | 2.4 | 125 | 230 | A5 | 1483 | 9.0 | – | 9.1 | 95 | 58 | | F |
| 2.4 LE | $47,950 | L5 | 2.4 | 125 | 230 | M5 | 1483 | 8.3 | – | 8.5 | 95 | 57 | | F |
| 2.4 LE | $47,950 | L5 | 2.4 | 125 | 230 | A5 | 1483 | 9.0 | – | 9.1 | 95 | 57 | | F |
| D5 | $47,950 | L5TD | 2.4 | 132 | 400 | M6 | 1536 | 8.0 | – | 6.4 | D | 59 | | F |
| D5 | $49,450 | L5TD | 2.4 | 132 | 350 | A5 | 1536 | 8.5 | – | 7.0 | D | 59 | | F |
| T5 AWD | $57,950 | L5T | 2.5 | 169 | 320 | M6 | 1572 | *7.2* | *15.7* | 9.6 | 95 | 57 | 01/07 | A |
| T5 AWD | $59,450 | L5T | 2.5 | 169 | 320 | A5 | 1563 | 7.6 | – | 10.2 | 95 | 57 | | A |

### S60 — Nice to sit in, not so great to drive

☑ Lots of throbby five-cylinder turbo power in AWD; plush seats; impressive interiors
☒ Stodgy handling and steering; big turning circle; AWD's raised ride height looks awkward
- **The Pick:** Not much chop when it launched in the early noughties, and nothing's changed

| | Price | Eng type | Eng size | Power | Torque | Trans. | Kerb weight | 0-100 km/h | 0-400 metres | Fuel cons. | RON | Resale % | Issue tested | Drive |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| LE | $49,950 | L5 | 2.4 | 125 | 225 | M5 | 1455 | 8.7 | – | 8.9 | 95 | 50 | | F |
| LE | $49,950 | L5 | 2.4 | 125 | 225 | A5 | 1455 | *9.6* | *17.3* | 9.5 | 95 | 50 | 09/02 | F |
| AWD | $60,950 | L5T | 2.5 | 154 | 320 | M5 | 1566 | 7.3 | – | 9.7 | 95 | 51 | | A |
| AWD | $60,950 | L5T | 2.5 | 154 | 320 | A5 | 1566 | 7.7 | – | 10.2 | 95 | 51 | 08/02 | A |

### S80 — Less-than-convincing debut of Ford architecture

☑ Smooth V8; torquey diesel; comfy and roomy interior; new face improves status
☒ Unwieldy turning circle; jittery ride; limp steering
- **The Pick:** We'd advise looking elsewhere, but Yamaha-developed V8 is a honey

| | Price | Eng type | Eng size | Power | Torque | Trans. | Kerb weight | 0-100 km/h | 0-400 metres | Fuel cons. | RON | Resale % | Issue tested | Drive |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| D5 | $73,950 | L5TD | 2.4 | 136 | 400 | A6 | 1647 | 9.0 | – | 7.3 | D | 50 | | F |
| T6 AWD | $79,950 | L6T | 3.0 | 210 | 400 | A6 | – | 6.9 | – | 11.2 | 95 | 49 | | A |
| V8 AWD | $98,950 | V8 | 4.4 | 232 | 440 | A6 | 1884 | 6.5 | – | 11.9 | 95 | 49 | | A |

### C70 — Sleek looks, crook drive

☑ Metal roof looks good up; luxo interior; competitive pricing; no premium for automatic
☒ Doughy response and dynamics; sluggish auto; lack of rigidity
- **The Pick:** Another pass. Not as good as an Audi A5 Cab or Lexus IS250 C

| | Price | Eng type | Eng size | Power | Torque | Trans. | Kerb weight | 0-100 km/h | 0-400 metres | Fuel cons. | RON | Resale % | Issue tested | Drive |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 2.4 LE | $71,950 | L5 | 2.4 | 125 | 230 | M5 | 1646 | 9.1 | – | 9.0 | 95 | 55 | | F |
| 2.4 LE | $71,950 | L5 | 2.4 | 125 | 230 | A5 | 1646 | 10.0 | – | 9.6 | 95 | 56 | | F |
| T5 | $82,950 | L5T | 2.5 | 169 | 320 | M6 | 1651 | 7.6 | – | 9.1 | 95 | 55 | | F |
| T5 | $82,950 | L5T | 2.5 | 169 | 320 | A5 | 1651 | 8.0 | – | 9.8 | 95 | 55 | | F |

### V70 — Third-gen Swedish luxo-wagon

☑ Now packs turbo six grunt; more rear leg room and cargo volume
☒ New active chassis tech not the cure-all for its predecessor's dull dynamics
- **The Pick:** Turbo squirt, slick looks, heaps of room, but ride/handling woes mar the package

| | Price | Eng type | Eng size | Power | Torque | Trans. | Kerb weight | 0-100 km/h | 0-400 metres | Fuel cons. | RON | Resale % | Issue tested | Drive |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| T6 AWD | $69,950 | L6T | 3.0 | 210 | 400 | A6 | 1765 | 7.2 | – | 11.3 | 95 | – | | A |

### XC60 — A dynamic turning point for Volvo

☑ All the usual Volvo SUV virtues, but with real driver appeal and style; lovely petrol six
☒ Ride turns brittle on busted Aussie tarmac; lacks body control and steering feel
- **The Pick:** Likeable Swede makes a safe family car. Tick the T6 for its cracking drivetrain

| | Price | Eng type | Eng size | Power | Torque | Trans. | Kerb weight | 0-100 km/h | 0-400 metres | Fuel cons. | RON | Resale % | Issue tested | Drive |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 3.2 | $56,950 | L6 | 3.2 | 175 | 320 | A6 | – | – | – | – | 95 | 54 | | A |
| 2.4 D5 | $58,950 | L5TD | 2.4 | 155 | 420 | A6 | 1880 | 8.9 | – | 7.6 | D | 54 | 02/10 | A |
| 2.4 D5 LE | $65,450 | L5TD | 2.4 | 155 | 420 | A6 | 1880 | 8.9 | – | 7.6 | D | 54 | | A |
| 3.0 T6 | $64,950 | L6T | 3.0 | 210 | 400 | A6 | 1912 | 7.5 | – | 11.3 | 95 | 54 | 02/10 | A |

### XC70 — Swedish take on the Subaru Outback

☑ Third-gen 'crossover' brings a choice of turbo-diesel or petrol V6 power
☒ It's unlikely ever to leave upper-class suburbs; soggy handling ... still
- **The Pick:** Not great on bitumen, but fine for fire trails, farms and the Snowies. Go the diesel

| | Price | Eng type | Eng size | Power | Torque | Trans. | Kerb weight | 0-100 km/h | 0-400 metres | Fuel cons. | RON | Resale % | Issue tested | Drive |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 3.2 AWD | $59,950 | L6 | 3.2 | 175 | 320 | A6 | 1742 | 8.8 | – | 11.4 | 95 | – | | A |
| 2.4 D5 AWD | $61,950 | L5TD | 2.4 | 136 | 400 | A6 | 1794 | 9.9 | – | 8.3 | D | – | | A |
| 3.2 LE AWD | $66,450 | L6 | 3.2 | 175 | 320 | A6 | 1742 | 8.8 | – | 11.4 | 95 | – | | A |
| 2.4 D5 LE AWD | $68,450 | L5TD | 2.4 | 136 | 400 | A6 | 1794 | 9.9 | – | 8.3 | D | – | | A |

### XC90 — Big and clever, and better than ever

☑ Clever cabin with loads of storage; crashes well; smooth, throaty V8; solid dynamics
☒ Steering a bit vague; ride quality should be plusher for this category of car
- **The Pick:** Much improved dynamics; V8 a rev-hungry gem and the driver's pick

| | Price | Eng type | Eng size | Power | Torque | Trans. | Kerb weight | 0-100 km/h | 0-400 metres | Fuel cons. | RON | Resale % | Issue tested | Drive |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 3.2 | $71,950 | L6 | 3.2 | 175 | 320 | A6 | 2069 | 9.5 | – | 12.1 | 95 | – | | A |
| 3.2 Executive | $79,450 | L6 | 3.2 | 175 | 320 | A6 | 2069 | 9.5 | – | 12.1 | 95 | – | | A |
| D5 | $74,950 | L5TD | 2.4 | 136 | 400 | A6 | 2069 | 11.5 | – | 9.0 | D | 69 | | A |
| D5 Executive | $82,450 | L5TD | 2.4 | 136 | 400 | A6 | 2069 | 11.5 | – | 9.0 | D | – | | A |
| V8 | $87,950 | V8 | 4.4 | 232 | 440 | A6 | 2102 | 7.3 | – | 13.5 | 95 | 64 | | A |
| V8 Sport | $93,950 | V8 | 4.4 | 232 | 440 | A6 | 2102 | 7.3 | – | 13.5 | 95 | – | | A |
| V8 Executive | $95,450 | V8 | 4.4 | 232 | 440 | A6 | 2102 | 7.3 | – | 13.5 | 95 | – | | A |

## New C30

GOLD CLASS GRUNT

This isn't just the facelifted-for-2010 C30, but a pumped 'n' tweaked edition created by German tuning company Heico Sportiv. With quad pipes, 19in alloys, and matte gold paint, it's a pretty raunchy piece of work. The T5 engine has also been tweaked to produce 191kW (up 22kW) and 380Nm (up 60Nm). Unfortunately, the Heico Sportiv isn't for Oz, but the nip-tucked Volvo hatchback, complete with efficient 1.6D, is due next month.

# WIN

# UNIQUECARS Phase III GT HO Tribute

351-GT
GT
FREEHO
VICTORIA

Total prize package

**$100,000**

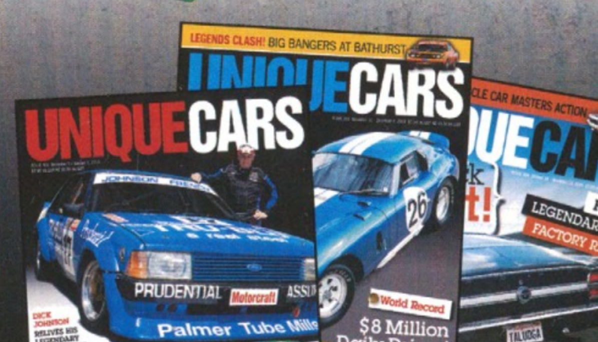
FEATURES

↗ 426 Horsepower ↗ Genuine 31 Spline close ratio Top Loader gearbox ↗ 4v Cleveland V8
↗ 7 x 15" Bathurst Globes ↗ Finned rear drum brakes

IN ASSOCIATION WITH

SHANNONS

RARE® SPARES


LEGENDS CLASH! BIG BANGERS AT BATHURST
UNIQUECARS
UNIQUECARS
PRUDENTIAL
Motorcraft
Palmer Tube Mills
Muscle MONSTERS!
500+ CARS FOR SALE!
World Record
$8 Million Daily Driver!
LEGENDARY
FACTORY

Only with UNIQUECARS

Visit www.uniquecarsmag.com.au for more details

RetroSeries

# 1987

FERRARI F40 05 **WORDS** MICHAEL STAHL

# Enzo's epitaph

## The last car produced under Ferrari's founder captured the essence of the company

THE STORY goes that Luca Cordero di Montezemolo, manager of Scuderia Ferrari in the mid-1970s, was lured back to run the company after privately buying a Ferrari 348 and loathing it. While it was fast and good-looking, he found it cramped, impractical and unsophisticated. Under his direction since 1991, Ferraris have left those bad old days behind.

All of which helps put the Ferrari F40 of 1987 into context. And explains why, nearly a quarter of a century later, the F40 is still one of the world's brawniest and most awe-inspiring supercars.

The F40 was launched ostensibly to mark Ferrari's 40th anniversary. It's also said that the car was meant as an ultimate performance statement on behalf of Enzo Ferrari, who had seen his beloved prancing horses hobble through the decade in Formula One. Only 14 months after personally presenting the F40 at Maranello, Ferrari himself took the chequered flag at age 90.

The F40 was every inch a product of the 1980s F1 'turbo era'. It made no apology for the rawness of its exposed carbonfibre and Kevlar, the uncompromised (and uncompromising) handling of its rear-drive chassis, or the hand-grenade delivery of its twin-turbocharged and intercooled V8.

The latter, and indeed the car itself, owes much to the 288 GTO of 1984. This Group B *omologazione* special was loosely based on the road-going 308, but in reality had a very different and significantly longer, composite-reinforced steel spaceframe chassis with a twin-turbocharged, 2.85-litre V8, mounted longitudinally.

Prior to the Group B category's death-knell in 1986, Ferrari built a batch of five evoluzione versions of the GTO. Extensively modified for racing (and, incredibly, rallying), these featured stronger chassis sills, bigger turbos and droop-nosed aero-bodywork that, like the chassis, laid the foundation for the F40 that followed.

The F40's engine, designated F120A, displaced 2936cc and, with 1.1 bar boost, developed 356kW. The five-speed gearbox was another GTO carry-over. The non-structural body was Ferrari's first all-composite effort, its only obvious link with production models being the 308-sourced windscreen.

Race-car sparseness helped keep weight down to 1200kg, giving 0-100km/h in just 4.4 seconds and making the F40 the world's first production car to exceed 200mph (322km/h).

Ferrari had planned to build only 400 examples of the F40 (the 288 GTO had wound down at 272). However, so great was demand in the yuppie-fuelled late-1980s – even more so after Enzo's death in August, 1988 – that production of the F40 eventually reached 1311 units, excluding prototypes, before ceasing in 1992.

Fast & factual 05

1

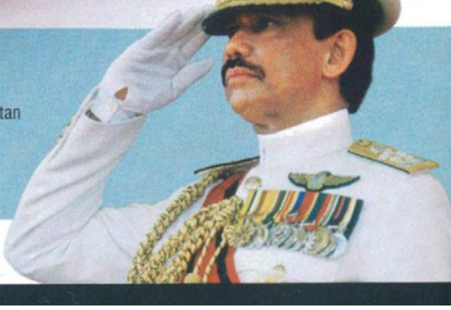
### Enzo tribute

The F40 might be an homage to Enzo, but there's a smidge of son Dino (1932-'56) in it, too: Dino's final V6 project spawned, in 1962, a 90-degree V8, ancestor of the F40's F120A.

2

### Sultan says

Rarest of all the F40s was a batch of seven right-hand-drive examples built for the Sultan of Brunei. Pininfarina finished them with Testarossa interiors and a variety of grey, blue and yellow body colours.

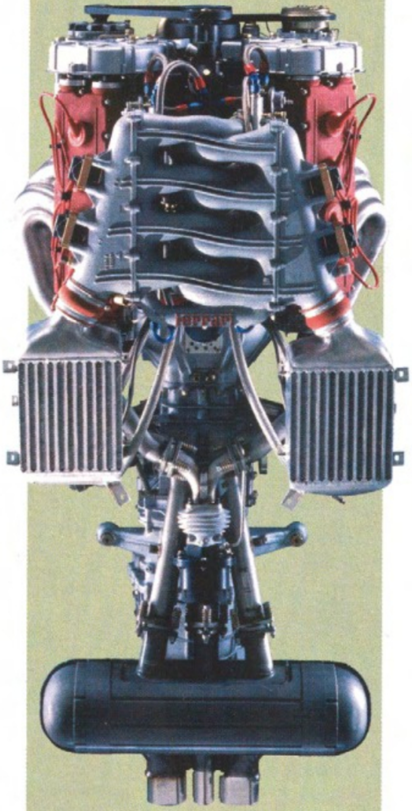


Next issue
**Chevrolet Corvette Sting Ray**
It's got a split window, but it's not a Kombi

## In detail

### Engine and LM

The F40's GTO-derived F120A V8 achieves its larger capacity with a bigger bore and slightly reduced stroke. With twin, watercooled IHI turbos running 1.1 bar boost (versus 0.8 in the GTO), the F40 made 356kW at 7000rpm and 576Nm at 3800rpm. The 'F120B' fitted to limited batches of F40LM and GT models ran higher compression and 2.6 bar of boost, making up to 540kW.



### Chassis

The chassis comprised a steel spaceframe of oval-section main tubes with square-section sub-assemblies. A carbon-kevlar composite reinforced the sills, floor and central tunnel. Suspension was by double wishbones at each corner; there was no assistance for steering or brakes. And no spare wheel.

Most famous film quote of 1987? "Greed is good." There was no better illustration than the F40, for which the 1987 ex-factory price of US$470,000 often more than tripled as speculators took delivery of cars and immediately re-listed them. Ferrari's statement of 400 examples proved open-ended; in fact, F40 production surpassed all but the Dino, 308-series and Testarossa before it.

## 3

### Dolph's fake

The 1993 film *Joshua Tree* features an F40 replica on a Pontiac Fiero chassis. Kiwi kit-builder F40 Motorsport makes a beaut one, with a steel spaceframe and turboed Toyota V8.

## 4

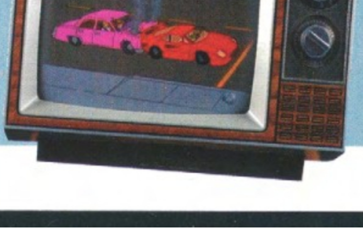
### Run over

1994's Australian Cannonball Run became the first and last of its kind when an F40 crashed at a checkpoint, killing its Japanese crew and two race officials.

## 5

### Marge's stack

Such an '80s icon was bound for cartoon stardom: the F40 had an outing in *The Simpsons* in 2001 (Marge rear-ends one) and in stylised spyder form in *South Park* in 2003.



# “I’m gonna give you to the count of three to start. 1, 2…”

PANTERA
DE TOMASO

**BACKBITE** MICHAEL STAHL

Imagine you could buy a bona fide Italian supercar brand, based in Modena and with a history embracing Formula One, sports-racing and road-going supercars. Some of those supercar models are household names the world over, with celebrity owners having included none other than Elvis Presley.

What price could one possibly put on such a precious asset?

Well, in the case of De Tomaso – bought last November by former Fiat executive Gian Mario Rossignolo – the price is slightly less than that of some supercars. As in, singular.

In January of last year, liquidators acting on behalf of the government of Modena begun touting De Tomaso to potential buyers. The package included legendary model names like Mangusta and Pantera, as well as the 5000-square-metre factory on Modena’s via Emilia Ovest. The empire was pitched at €10m (A$15.7m), with the factory and land alone valued at around €8m (A$12.5m). They waited for the phone to ring.

With no takers by July, the real estate was sold. The brand and its assets were re-offered for just €1.6m (A$2.5m). Anyone?

Rossignolo is believed to have snaffled the 50-year-old marque for even less. It brought down the curtain, one way or another, on the supercar that was never quite Italian enough.

Alejandro de Tomaso was one of twin sons born in 1928 to the wealthy Argentinian Minister for Agriculture. At 17, Alejandro bought a Bugatti Type 35 and was immediately successful in local races.

In 1955, he left Buenos Aires for Modena, Italy. He quickly proved himself a handy steerer for the OSCA factory, racking up sports-car class victories with various co-drivers. One such was his American second wife, Elizabeth 'Isabelle' Haskell, a granddaughter of GM founder, William Durant.

Car design and engineering soon fascinated de Tomaso even more than driving. In 1959, he began building a succession of formula chassis, including F1 and Indy cars. Frank Williams was a regular F2 and ill-fated F1 customer.

De Tomaso’s road cars began with the mid-engined, Cortina-powered Vallelunga of 1963. But it was the Ghia/Giugiaro-designed, Ford V8-powered Mangusta of 1966 that put De Tomaso on the map as a supercar contender. Then, in 1970 Henry Ford II took 80 percent of De Tomaso (which included Ghia and Vignale) in readiness for the US launch of the 351 Cleveland-powered Pantera.

The Pantera (aka “pants-tearer”) was designed by American Tom Tjaarda at Ghia. It suffered appalling quality, which saw Ford bail out after only three years. Elvis Presley’s 1971 Pantera was lucky to live at all: frustrated after being stranded by the roadside, The King loosed off three rounds into its cockpit.

Alejandro de Tomaso became quite the industrialist. In the first half of the 1970s, he snapped up the Moto Guzzi and Benelli motorcycle brands, licensed Mini maker Innocenti, and, in 1975, Maserati. He sold the latter after suffering a stroke in 1993; 10 years later, he died at his home in Modena. The company filed for bankruptcy the following year.

Rossignolo, 79, has some history with turn-arounds, having revitalised whitegoods maker Zanussi in the 1980s. However, the following decade’s attempt to re-launch Isotta-Fraschini with an Audi-engined coupe, was destined to remain in the deep-freeze. In 2007, he narrowly missed buying Bertone.

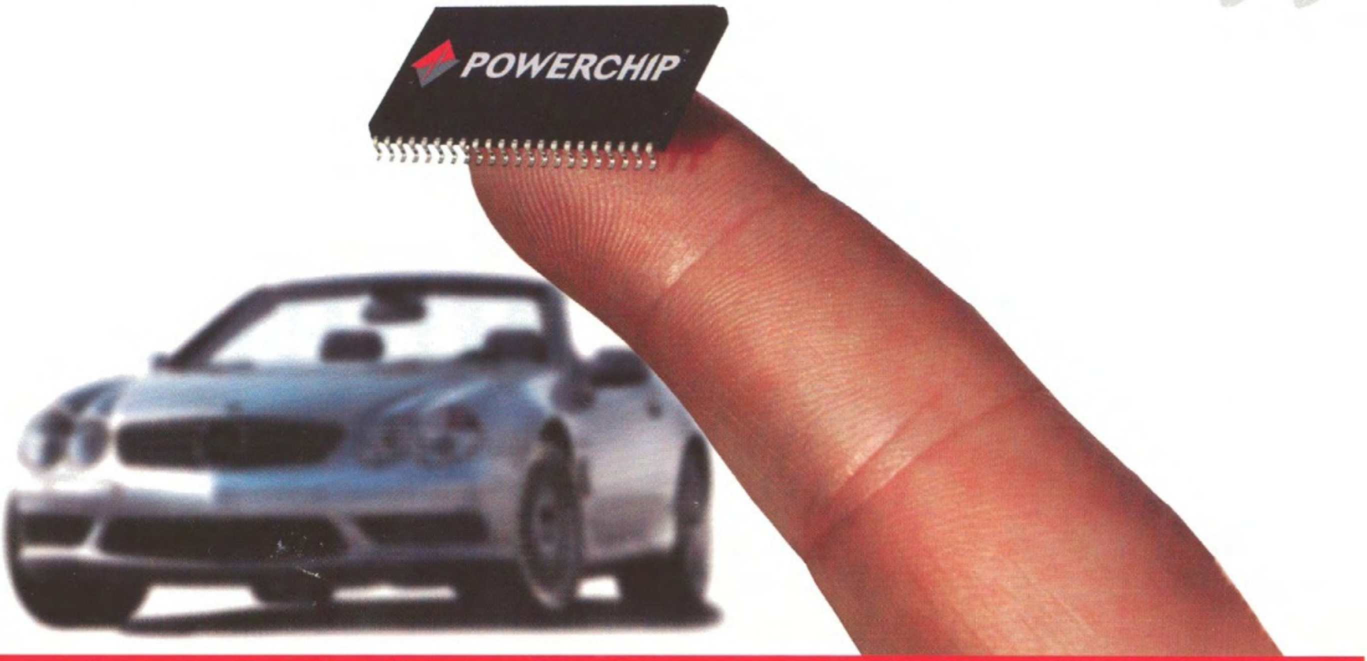
Rossignolo is planning sales of 8000 De Tomaso cars per year, divided roughly among SUVs, luxury sedans and coupes. The cars will be designed by Pininfarina and built in that company’s former Grugliasco plant.

True to the marque’s quirky history, they will be a trans-Atlantic marriage of Italian design and manufacturing and American Ford V8 drivetrains.

## Poor relations

De Tomaso’s favoured route of Italian style and American power and reliability were usually both hamstrung by the build quality of the former and stigmatised by snobs for the latter. But in 1989, he proved that things could get worse, in the Chrysler Touring Coupe by Maserati: a Chrysler K-car convertible, assembled in Italy with a Maserati-modded, 2.2-litre Chrysler four-banger. Then there was the 1985 Daihatsu Charade De Tomaso…

# “Why does a POWERCHIP® make such a difference?”



## Unlock your engine’s hidden power safely and easily with Powerchip technology

Did you know that your car’s engine can produce more power than it does in standard trim?

Then why doesn’t it? The factory detuned the engine to protect it from careless drivers, neglected maintenance and low quality fuel.

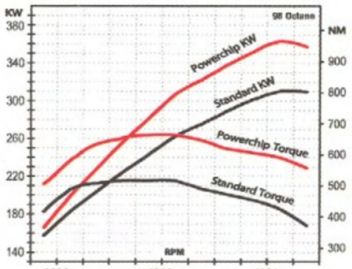
But you are an enthusiast. You take exceptional care of your car. It’s not fair that you are hindered by the conservative factory settings.

Unfortunately, there hasn’t been a way to unlock that power - unless you removed the emission system or spent big bucks on engine parts.

But now there’s an easy and effective way to access that power using technology from Powerchip. It’s performance software for your engine control unit (ECU).

Like a shot of adrenaline, clever programming wakes your engine up. Your car feels crisp and more responsive. You get improved acceleration, quicker throttle response and better driveability.

### Porsche® 996™ Turbo dyno test:

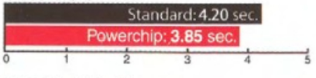


A dynamometer test tells only part of the story because the engine is tested at full throttle. To maximize the power and torque available for everyday driving, Powerchip devised a seven-step process to enhance:

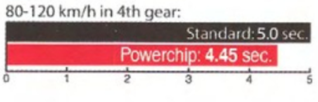
- Low throttle “snap” for traffic.
- Three quarter throttle for brisk freeway on-ramp acceleration.
- Full throttle response for overtaking at high speed.

### Porsche® 996™ Turbo acceleration:

0-100 km/h:



80-120 km/h in 4th gear:



### Cutting-edge engineering:

The technical team at Powerchip understands the very latest in ECU programming techniques. Tuning and testing is all they do.

### Competitive Edge:

Powerchip established the performance engine software industry in Australia in 1991, and now exports to over 50 countries World-wide. Powerchip is the premium upgrade for enthusiasts who want to get an unfair advantage.

### Custom-tailored applications:

For modified engines, Powerchip offers individual tuning programs, so you can take better advantage of the engine parts you install to maximise your performance.

### Customer & technical service:

Every member of Powerchip’s staff is capable, courteous and quick to respond to your specific needs.

### Add more fun to your drive!

With expertise and customer service second to none, it makes sense to buy from Powerchip. With tens of thousands of satisfied customers - why not call today for specific information on your car. Comprehensive datasheets are also available online at our website.

Want more information?
Call your Power Consultant:

**(03) 9681 6888**

Or visit

**www.powerchip.com.au**

Powerchip Australia Pty. Ltd.
P.O. BOX 919
South Melbourne VIC 3205
ABN : 96 407 752 690

VISA MasterCard EFT

(Dealer inquiries are welcome)

**POWERCHIP®**

*Digital adrenaline for your engine™*

BRIDGESTONE
POTENZA

INFLATION PRESSURE

Attention to the correct inflation pressure is the basis for radial tyre care, for it is the air pressure in the tyre that directly influences tyre life, vehicle performance and passenger safety. The correct inflation pressures for the Adrenalin Ptenza RE001 vary depending on the tyre size, vehicle weight and usage.

STABILITY

The foundation of high performance driving is high level stability. Adrenalin's broader ground contact area and offset twin ribs provide better straight line stability, cornering stability, front/rear balance, and faithful rear-tyre tracking. This enhanced stability allows the driver to act more swiftly on the limit.

## PERFORMANCE TECHNOLOGY

Utilising the cutting edge technology that's made them preeminent in the world of racing, Bridgestone have created the ultimate on-road, performance experience. Delivering an exhilarating blend of control, speed and handling, Potenza is the tyre engineered for performance.

**POTENZA**

**PASSION** for EXCELLENCE

www.bridgestone.com.au